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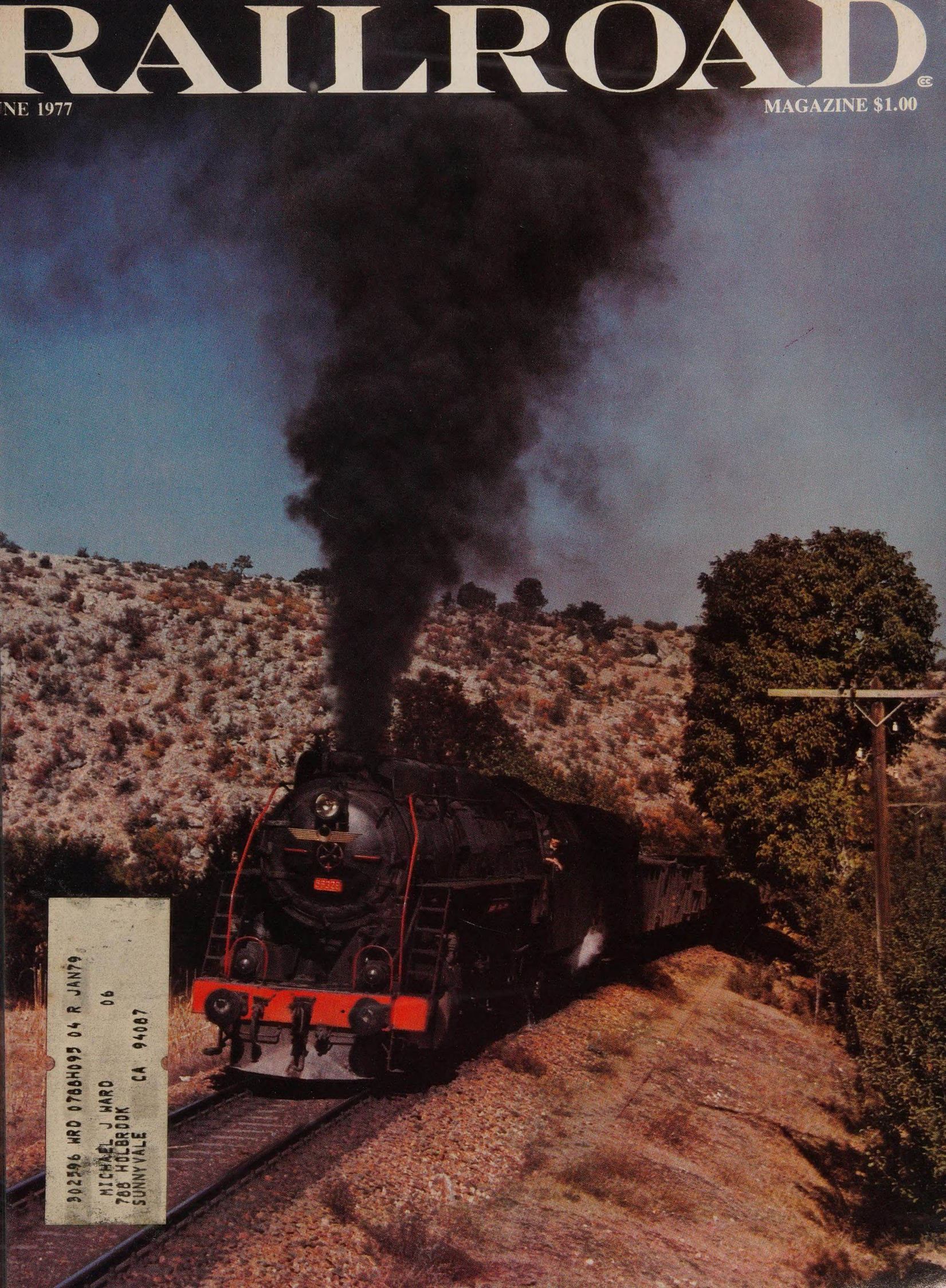

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RAILROAD Magazine

Adventurous Railroading and Rail Hobbies—Founded 1906

June, 1977
Vol. 102, No. 2
ONE DOLLAR

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Raymond E. Ruffell, 2 Victoria Villas, High St., Little Sandhurst, Camberley, Surrey, England GU17 8LN

One of British Rail's new 4500-hp diesel electric Paxman Ventura engines 253003 on high-speed Inter-City 125 entering Paddington station, London, England, Oct. 16, 1976.

Elane Marshall was out early in morning last Sept. 25 to get pix of 4501 before heading out on trip to Valdosta, Ga.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

Steam in Cumberland Mountains and historic tunnel on Nashville, Chattanooga & St. Louis.

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THE MAIL CAR

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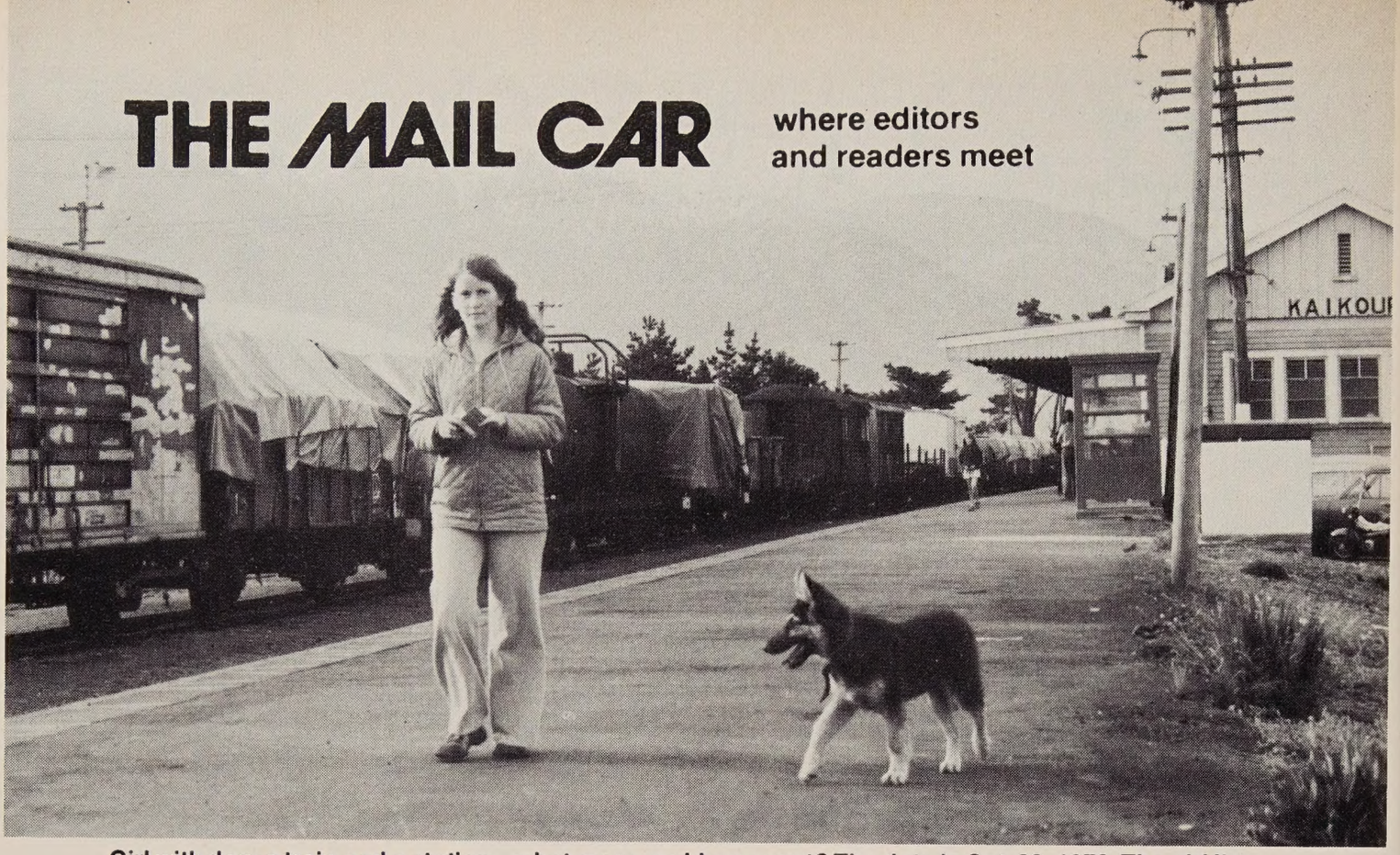

Girl with dog; a train and a station—what more could you want? The date is Oct. 22, 1976. The girl lives in Kaikoura (shown here) on the New Zealand Railways, but we don't know her name.

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

THIS MONTH'S front and back covers by Michael A. Eagleson are really unique. They show the front and rear ends of a freight train with U.S.-built Vulcan 2-10-0's assaulting the great horseshoe curve at Eskipazar in Turkey. The rear engine is, of course, a pusher. "Their exhausts could be heard for 15 minutes," reports Mike, who made the photos last October as illustrations for his feature story on page 21: "Turkey Today: a Mecca for Steam Fans."

Views and Reviews

AS ONE of many readers who enjoy Mike Eagleson's column, "In Search of Steam," I am amazed to learn how many steam locomotives keep turning up. For example, that photo of ex-N&W 475 which Mike published a while ago really set me back. I thought all of that class were gone (except one completely covered with vines). I agree with you that the 475 would make a good engine for rambles. With her weight distribution, she could run on light track, with freedom of operating on almost any branch line that is closed to larger and heavier power.

May I have permission to quote from Mike's column in the *Pennsylvania Live Steamers Gazette? (Ed. note:* Yes.) Ours is a non-profit club and I am looking for information to print. Did you know that ex-Jersey Central car 1133 has quite a history of tourist operation? It was bought for the Valley Forge Scenic RR., later shipped to the New Hope & Ivyland, and then sold to the Whippany Toonerville. It was privately owned by nine people, including myself.—Ronald Shupard, 108 Mill Rd., Norristown, Pa. 19401.

I AM NOT satisfied with recent answers to the question, "What is a Lidgerwood?" As a steam-hoist operator for 30 years, I give you my version. Lidgerwood is the name of the manufacturer of the hoisting engine itself. It is used for any type of hoisting or pulling such as yarding logs, pulling gravel from railroad cars, etc. Other names of hoisting engines are National, American, Monday, Clyde, Etc. We had some three-drum Lidgerwoods on our marine derricks. So any kind or make of engine powered by steam could do what the Lidgerwood did.

Right next to a Lidgerwood you might have seen a National yarding logs and loading cars. Most old hoisting engines had no brakes; you let the load down by slipping the friction. To hold a load for a period of time, a "dog" was engaged into a dog-ring that encircled the outside of each drum.—Tracy M. Smith, 42 Norman, Waterford, Conn. 06385.

PLEASE do not send us color shots for use as black-and-white pictures in *Railroad Magazine.* The reproduction of such photos takes extra time and additional engraving expense.

WANTED by Dr. and Mrs. Frank X. Brandstetter, 10480 Main St., Clarence, N.Y.: illustrations of U.S. transportation, 1830-1860, specifically passenger trains, for use in a book they are editing in connection with the canonization of John Neumann. Mrs. Brandstetter is a member of the Neumann family.

The Personality Parade

INTERESTING RAILFAN William A. Moedinger was re-elected president of Strasburg Rail Road at its annual stockholders' meeting in Strasburg, Pa. All other officers, including Bill's wife Marian as secretary, also were re-elected. The road was chartered in 1832. Last year it carried 363,286 passengers, a slight decrease from 1975, reports L.P. Cummings, Lancaster, Pa.

DEATH came to Milton B. Roller, 95, who had ridden Southern Pacific commuter trains for 75 years. Designer of lighting fixtures for a San Francisco company he partly owned, he retired in 1975 when poor health prevented his catching the usual 7:30 a.m. train from Palo Alto, where he lived.

MAXWELL SWAN'S serialized account of his boomer days is dramatic. He has a good memory, too. Beverly Hill is the steepest grade on the Milwaukee Road's mainline, 2.2 percent. Their next steepest is 2 percent over the Continental Divide west of Butte, Montana. But those grades are not in the same class with Santa Fe's Raton Pass, 3.3 percent in one direction, 3.5 in the other.—Henry Korman, 3050 Maryland St., #5, Longview, Wash. 98632.

LARRY EDWARDS and Nancy Callam were married on the former Rio Grande Southern caboose 0404, an operable exhibition piece at Colorado Railroad Museum, P.O. Box 10, Golden, Colo. A steam locomotive bell substituted for the church organ. The newlyweds are model railroaders employed by Timberline Models at Golden. So says Bob Richardson, the Museum's director, one of our *Interesting Railfans.*

JULIAN VELA, Santa Fe section foreman, and his wife, Lorene, live in a modest three-bedroom home at Lubbock, Texas. Their place is much quieter now that all but two of their 20 "adopted" children have married, moved out, and started homes of their own. The Velas legally adopted nine boys and girls, but 11 others dwelt with them. Julian was the 16th child of a laborer. He never attended school. His father drove an eight-mule team from dawn to day's end to earn 50 cents a day. When Julian retired recently after 37 years of railroading H.R. Nesmith, the agent at Littlefield, Texas, said: "He had 150 miles of track to maintain and always kept it in good shape. There were never any slow orders on his track."

INTERESTING RAILFAN Roy Arpan of Chicago, who conducts a weekly railroad-oriented radio program, was riding an Amtrak train to Philadelphia, nearly two hours behind schedule, on February 19th when it jumped the track near Greenburg, Pa. All the cars remained erect after rip-

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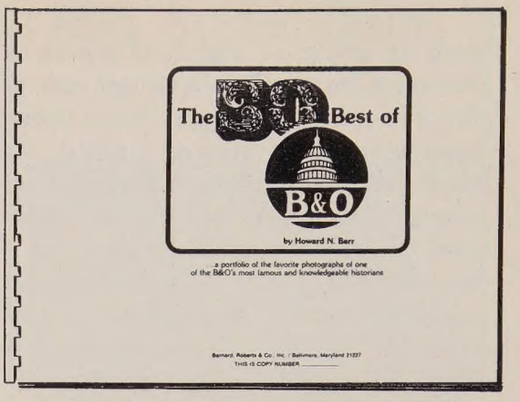
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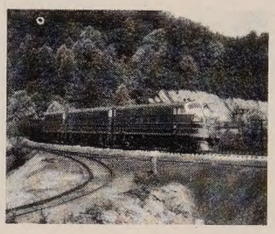

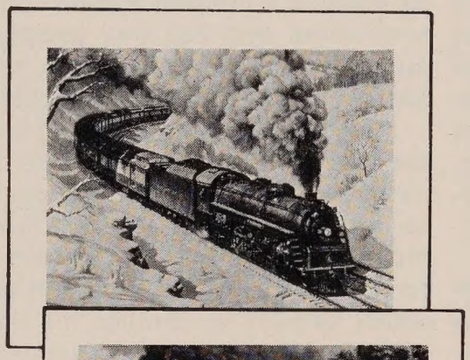

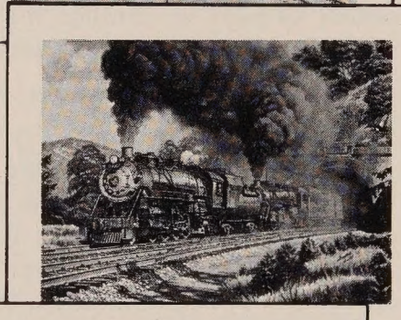

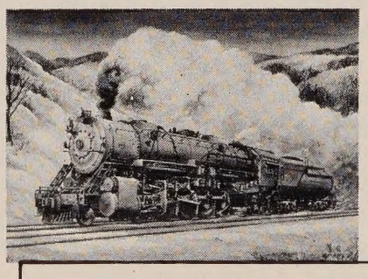

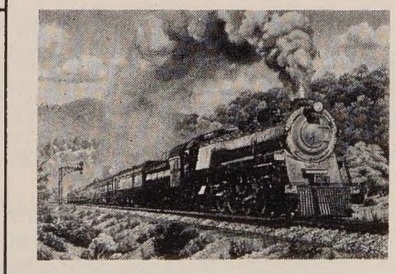

TOP TO BOTTOM: The 5567 T3b, The 4633 Q4b, The 6150 S1, The George H. Emerson N1

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ping up about an eighth of a mile of mainline tracks. Roy was not one of the five passengers and three crewmen who were injured lightly. He said: "I felt something go wrong and about 15 seconds later the train stopped. I thought at first it was just a bumpy ride." It was Roy's second train derailment experience in two months, the first one having been in Florida. Bill Plack of Pittsburgh, Pa., sent us this news.

KRISTINE MARKHAM, a member of UTU Local 195, Galesburg, Ill., has received national publicity as Burlington Northern's only female switchman. The 19-year-old, 5-foot-five inch, 115-pound member said she has been fascinated with railroading ever since her first train ride at the age of 3.

WHILE a new automobile was being driven by Mrs. Gertrude Walczuk in the driveway of her own home in Perry Township, Ohio, it was hit by a 97-car freight train which demolished the auto and sprained one of her wrists. The railroad tracks run through her property across a driveway 2,000 feet long.

AGAIN we urge you to keep letters to our New York editorial office very short. We like to get mail, but we have no secretary and cannot possibly find time to read long letters. And please send all mail for Jim Edmonston, Steve Maguire, and Mike Eagleson directly to their homes. None of those three work in New York. If you expect an answer, enclose SSE. But do not ask questions that call for research or a checking of records.

H. REID is critically ill at the General Hospital of Virginia Beach, First Colonial Road, Virginia Beach, Va. 23454, reports Bill Warden of Waynesboro, Va., and needs cheer-up letters and cards. Reid has contributed fact articles, photos, and front covers to *Railroad Magazine* and is one of our *Interesting Railfans.* Also, he is the author of several railbooks.

IRVIN SAYLOR says that for 10 years his wife, Virginia, called him "the mole in the hole" because he was always in the basement working on his model trains. During that time he created a railroad empire with 18 mini-trains and 382 tiny people at suck tasks as repairing roads, hanging wash, and giving traffic tickets.

It's all packed into a 44-foot trailer that the 60-year-old McKeesport, Pa., native is hauling around the country to fairs and exhibits. He says there's more than a century of railroad history in his set up, called Rail Rodeo, which he pays for through his retirement funds and a 50-cent admission fee.

SMITHSONIAN INSTITUTION'S Museum of Transport recently asked *Interesting Railfan* Jerry Best to consider bequeathing his 1883 Baldwin 0-4-2T *Olomana* to them, reports the newsletter of Southern Calif., Chapter of R&LHS, Jerry was not adverse to having his little treasure on display in this Valhalla of equipment but wanted to enjoy seeing her there himself. So he arranged to deed the *Olomana* to that Museum. Jerry brought this engine over from Hawaii in 1948. She had operated on the Waimanalo Sugar Co Plantation on Oahu.

WE HOPE readers will send us quotes about railroading that they find in non-rail literature. For example, this from John O'Hara's first novel, *Appointment in Samarra:*

"Al Grecco knew the road from Philadelphia to Gibbsville pretty much as an engineman knows the right-of-way. On a regularly scheduled run, an experienced engineman can look at his watch and tell you that in four-and-one-half minutes his train will be passing a schoolhouse to the right of the tracks. Or, he can look out at a haystack or a barn or other landmark, and tell you to the half-minute what time it is."

Old Days on the Signal Gang

BACK IN APRIL 1930, I was working in a Western Union pole-line gang at Moore, Okla., the first station on the Santa Fe, south of Oklahoma City. It was a 24-man gang. Due to the sleeping-cars being crowded, I had to take a room in town at an old boarding-house full of bedbugs. It was with relief when a vacancy occurred and I could move into one of the scrupulously clean bunks. The large gangs usually had a married couple to cook and feed all that manpower. If the food was appetizing and had a good gang foreman, the men would do an enormous amount of work.

I was employed as a groundman at $50 a month, including board and room. We worked 9 hard hours a day, with Saturday afternoon off. This was long before the 40-hour work week. Safety meetings were held once a week. With so many men climbing poles, it was imperative to maintain a high degree of safety.

We were rebuilding the entire pole line through Oklahoma City, placing 50- to 70-foot-long creosoted poles for proper clearance above ground. The new Frisco, Katy, and Rock Island joint passenger station being built necessitated a lot of track relocation, a new crossover at the Santa Fe mainline, elevation of tracks and a new depot for the Santa Fe.

Frisco passenger trains, after using a wye south of the Santa Fe depot, backed into this same depot. Every afternoon, around 5 pm, *The Meteor* departed from Oklahoma City for St. Louis, with polished cars, a resplendent 1500-class 4-8-2 up front, sporting a gold-trimmed green boiler paint, nickel-plated cylinder covers, polished brass bell, inside painted red and a deep-toned whistle.

One working day part of the line gang was riding downhill into Oklahoma City aboard a Buda gang-track motorcar pulling two push track cars loaded with pole crossarms, coils of copper line wire, pole hardware, boxes of glass insulators and stranded messenger guy wire. About 15 men were aboard, including gang-conductor Adams, who was assigned by the Santa Fe to handle train orders and to protect the heavy-

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laden track and gang push cars.

As our outfit rounded a curve, coming out of a cut and off tangent track, we heard frantic calls of a locomotive whistle. A half-mile away, pouring out black oil smoke, making a run for the grade, surged an extra south with No. 4002, a 2-8-2, on the point. Conductor Adams yelled for all to jump. We still had time to hop off to one side of the cars, lift the heavy push-cars, "high-railing" them off the rails and tumbling them down the 40-foot embankment. The Buda motor car required all 15 men to lift it bodily and tip it off the rails. With about a half-minute to spare, what seemed an eternity, the roaring engine steamed by with a white-faced engineer in the cab.

An oversight on our lineup sheet revealed this freight was running about one hour ahead of the estimated time on the sheet. There must have been repercussions from this mistake.

In May, 1930, I resigned from the Western Union gang and returned to my home in Topeka, Kansas, later rehiring out to a Santa Fe signal gang. I was sent back to Oklahoma City, this time to help install an interlocking plant at the new crossing. I enjoyed this much as we were issued weekly trip passes to journey home over Sunday, getting to ride in the coaches with the windows open, behind steam passenger trains.

Then in the fall of 1930 I was sent to east of Joliet, Ill., to take my place in a signal-line gang, installing a new pole line for the new automatic train control then being set up between Ft. Madison, Iowa, and close to Chicago.

That November an incident occurred that has been indelibly etched into my mind. A young chap named Campbell was afflicted with somnambulism. He had to tie one leg to the bunk frame to prevent his walking in his sleep. He had an unconscious proclivity to head toward outside and onto the mainline tracks. If a locomotive sounded his whistle he would arise out of his bunk and direct his sleeping self to get in front of her.

About 2 a.m. one night he became free of his bond, wandered through the bunk car and onto the curving mainline at Willow Springs, Ill. Some men were awakened by the rumbling approach of a westbound freight with a 3200-class 2-8-2's headlight cutting the darkness through the trackside windows of our bunk car. Someone yelled "Campbell is sleep-walking again. Grab him!" Feet pounded down the narrow aisle, out the vestibule door of the old converted day coach. The men saved Campbell from almost certain death under the wheels of the train bearing down on him.—Wm. O. Gibson, 4427 30th St., San Diego, Calif. 92116.

Our Monthly Newscast

A PLAN to haul water by rail from the Missouri River to drought-ridden South Dakota communities is being considered by the state's transportation department and two railroads. The "rain train" would use 50- to 100-car unit trains of 20,000-gallon-capacity tank cars to move as much as two million gallons per trainload. The Burlington Northern and the Milwaukee Road have cited rates for hauling the water. Planners hope the train can begin running this summer.

A NEW EDITION of *Some's Uniform Guide,* 180 pages, a full-color directory of uniforms for the railroad industry, is available to railroad executives free of charge by written request on a company letterhead to Paul Kay, general manager, Some's Uniforms, 65 Rt. 17, Paramus, N.J. 07652.

NORFOLK & WESTERN'S acquisition of Penn Central trackage helped to make 1976 a good year for industrial development. Because of this, NW is now serving 27 new industrial plants and facilities in Ohio and Indiana, and expects to handle over 5,100 carloads of freight annually for these shippers.

TRUSTEES of the insolvent Penn Central have gone into the library business. They set up in Philadelphia a library of about 115,000 documents relating to the proposed reorganization plan that is designed to end the former railroad company's almost seven years of bankruptcy proceedings. Under a Federal district court order, the library is open only to creditors and securities holders of Penn Central Transportation Co. and its affiliates.

Access to the financial data should help small creditors and shareholders decide whether or not to accept the reorganization plan, which has been endorsed by the Federal Government and other big creditors.

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WITH THE COMING of spring, Rock Island's 110-man right-of-way maintenance crew began moving eastward from Brinkley, Ark., toward Memphis in a resumption of rehabilitation work on the company's "Sunbelt" Line. The Rock is paying for the job with a combination of internally-generated earnings and an advance from one of its tenant lines, the Southern Pacific. SP has operating rights over the Brinkley-to-Memphis portion of the Sunbelt.

SEABOARD COAST LINE has programed a computer to print switch lists as trains arrive at its yard in Waycross, Ga. Yard personnel visually check contents of the train for exceptions or deviations. After switching is done, the computer records the cars, contents, length, tonnage, and destination of the train, plus other data to assist in assignment of locomotive power.

THE DEPARTMENT of Agriculture has contracted for an engineering, economic and biological study of current technology used to clean and sanitize boxcars and covered hoppers. It seeks to find more effective and cheaper ways of cleaning the cars to help insure against contamination of food and feed products.

THE COG RAILWAY up the side of 14,110-foot Pikes Peak near Colorado Springs, Colo., has been declared a national historic mechanical engineering landmark by the American Society of Mechanical Engineers. The Pikes Peak & Manitou Cog Railway was built in 1890.

TWELFTH ANNUAL EDITION

1977

STEAM

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Solar Energy

DANIEL BEHRMAN writes regarding Dr. Clinton C. Kemp, a chemical engineer interested in using energy from the sun:

"He came across the Paulista Railroad that had been built in 1903 to serve São Paulo and its hinterland. The railroad ran for 200 miles, and six plantations were set up to supply wood along the way to fire its steam locomotives. Kemp thinks this was the first time a crop was actually planted for energy. In 1900, the railroad sought a suitable tree for its plantations: it had to be straight and without branches so it could be chopped into five-foot sticks that a fireman could handle.

"Eucalyptus was the species chosen. Five trees can be sprouted from the same stump, the wood is so dense that it floats with only the top of a log breaking the surface, and it grows quickly in the Brazilian climate. The line operated on its self-renewing fuel supply until 1958, when the antiquated steam engines were replaced by diesels."

Besides being a *Railroad Magazine* author, Dan Behrman is the husband of Madeleine de Sinety, the Parisian photographer of steam locomotives whose work we sometimes publish. The above excerpt is from Dan's latest book, *Solar Energy: The Awakening Science,* 408 pages of interesting text matter and an index, illustrated with photos made by Madeleine.

Little, Brown & Co. of Boston and Toronto published this volume to sell at $12.50. (Available from Railroad Magazine Book Service.) The author deals with solar energy in terms of future needs, particularly in view of the world's dwindling oil supply. He uses a narrative style for general readers. In gathering material, he and Madeleine drove through Fort Collins, Colo., on a highway paralelling the Burlington Northern tracks. Madeleine writes in the book:

"As we walked out of the motel that afternoon, we heard the wailing of a locomotive horn right next to us. We jumped into the car and rushed to the railroad crossing. There was the train, it was running next to us, four green diesel locomotives one after another, the engineer leaning out of his window, striped cap over his eyes, working his horn. I begged Dan to speed up, instead he slowed down: 'I can't, honey.'

"I wanted so badly to get my hands on the wheel. We had to go through an intersection, then make a turn 500 yards down the road so that we could beat the train to the next crossing and I would have time to get out of the car with my camera. But Dan lost his head. He saw the red light on the railroad crossing in the distance and he slowed down instead of racing the train. We got to the crossing at the same time as the first locomotive. By the time Dan had stopped the car and I had got out, the other engines were gone, too. Only the freight cars were left, parading heavily down the middle of the street lined with trees and houses. A freight train right in the middle of a street. I had never seen that before."

(Ed. note: Madeleine, if you were to travel extensively in the U.S. you could see many cities and towns with trains running in mid-street.)

Canada Heard From

AN ENGINE shown recently in *CP Rail News* clearing snow at Regina, Sask., in the 1930s was No. 2814, a Canadian National Consolidation type, class N4H, bore and stroke of cylinders 22x32", 63" drivers, boiler pressure 190 lbs., weight of engine 204,280 lbs., tractive effort 39,705 lbs., built by Alco in 1906.

But Canadian Pacific once had about 65 engines in the 2800 series. All were 4-6-4 Hudson passenger types, excellent machines, economical to operate, and very fast. Cylinders were 22x30", with 75" drivers, boiler pressure 275 lbs., weight about 360,000 lbs. (excluding tender), tractive effort 46,000 lbs., and built by Montreal Locomotive Works from 1929 to 1948. The later models were semi-streamlined Royal Hudsons.—Ray Perley, Fredericton, N.B., Canada.

CP RAIL is building a new office and station at Revelstoke, B.C., costing $1.4 million and due for completion this year, at which time the existing 72-year-old depot will be razed. Included in the modern structure is ample space for training new employes. More than 100 people work in Revelstoke station, which operates 24 hours a day.

NEW FERTILIZER plants in Alberta have sparked an order by CP Rail for 353 hopper cars valued at over $11 million. National Steel Car Co. is building them in Hamilton for delivery early this summer.

A SEPARATE rail passenger corporation for Canada, with all operating

Pusher power: nine 3,000-hp CP Rail engines wait at Rogers, B.C., "pusher station" to help westbound trains over 10-mile, 2.2% mountainous grade.

Nicholas Morant, CP Rail

losses covered by the government, will be established some time this year. Transport Minister Otto says it would own the equipment, such as coaches, dining cars and sleepers, and will pay CN and CP Rail to haul the trains.

The joint fall timetable for CN and CP Rail was a start in integrating the passenger services. The new corporation will provide full integration and run trains along the most sensible routes, regardless of who owns the track.

CANADIAN NATIONAL'S president, Robert A. Bandeen, answering a barrage of criticism, says the proposal to provide the public with an opportunity to buy shares in CN should not be regarded as "a give-away of the railway." He adds: "It is hard to believe anyone would consider that all those large companies which sell their shares on the Toronto and other stock exchanges are giving themselves away. For those who fear that CN might be sold out to top-hatted capitalists, it should be reassuring to know that the Canadian Government would remain the majority stockholder."

SYDNEY STEEL CORP., which has been producing railroad rails for more than 70 years, recently sent its product to the Southern Pacific Railway. The order for 10,000 tons of 136-pound double-length rails was shipped by sea.

"Sysco's capacity to manufacture rails which can attract a buyer in the southern United States is noteworthy," editorializes the Halifax, N.S., Chronicle-Herald. "It speaks well for the Nova Scotia plant that its output can meet the rigorous demands of foreign companies and, one supposes, compete with other firms for the order. The matter is a reminder to all of us of the importance of maintaining good relations with the United States."

The Last Pusher Station

ROGERS, B.C., is located 65 miles east of Revelstoke on CP Rail's mainline. It's a railway community so remote, most people would probably never find it—a throwback to an age when isolation was a regular part of many railroaders' lives.

The community is a CP Rail "pusher station"—home for five sectionmen and six enginemen whose sole responsibility is assisting westbound trains over a 10-mile, 2.2-percent mountainous grade from Rogers to Stoney Creek.

CP Rail spends over $100,000 a year to maintain this vital two-year-old station, previously located at Beavermouth. Three enormous double trailers are used to house and feed the men who spend up to three weeks here each month away from their families.

"It's a complete year-round CP Rail settlement," says Al Moorey, assistant superintendent of the Revelstoke Division. "We supply our own water from a creek 300 yards north of the camp, and our own portable generator provides electricity."

Diesel fuel for the nine new 3,000-hp locomotives permanently based at Rogers is brought directly to the site by tanker trucks from Revelstoke. In winter, access along the winding, three-mile dirt road leading into the camp is totally dependent on the work of Dave Anderson and Rick Blurton. Their job is to keep it clear of snow—even during periods when snowfall levels reach 400 inches. And that happens often.

The pusher station locos are divided into one set of five and another of four. The larger set is used in the movement of longer bulk trains carrying coal, grain, potash, and sulphur, while the smaller set is used for shorter, lighter trains.

Says Bill Tripp, superintendent of the Revelstoke Division: "Although most westbound trains through here have between four and seven 3,000 hp diesels already working at maximum capacity, there is still not enough power to safely climb the 10 miles from Rogers to Stoney Creek."

The pushers bring to 12 the maximum number of locomotives used by many bulk trains—a total of 36,000 horsepower, distributed throughout the length of the train. For example, a 106-car unit train carrying 11,000 tons of coal up the grade would have power distributed as follows: four locomotives at the head end, three remote-controlled or "slave" locomotives in the middle, and five pusher units at the rear.

Between eight and ten trains receive pusher assistance each day at Rogers. Sometimes as many as thirteen. Once the pusher units have completed their climb, they are detached from the rest of the train and return to Rogers to await the next westbound movement.

To compensate for the lonely hours away from civilization, a wide and plentiful assortment of home-cooked food is not only a source of nourishment but a source of conversation as well. Cook-caretaker James P. Kelley rises at five each morning to prepare a heavy breakfast of steak and eggs. Later, he will bake pies, cakes, and bread.

Fresh fruit, vegetables, meat, and fish as well as an abundance of canned goods are trucked in every Wednesday, rain or shine. Rooms at the station are provided free of charge and residents pay a nominal fee for meals, regardless of how much food they consume.

SNOW-FIGHTING on C.P. Rail Last Winter

Switch-cleaners and other modern snow-removal equipment were on move in the huge St. Luc Yard plowing 110 miles of track and over 350 switches.

Both photos by the late Bob Kennell, CP Rail

Get every bit: the points on the switch must match perfectly before any train can pass. Snow and ice getting into switches create big problems.

"It's a challenging, adventurous way of life," says one engineman, "provided you don't mind being away from the family for a spell."

Rogers is the last of many pusher stations which flourished during the steam train era.—Charles Gordon in *CP Rail News.*

Canadian Silk Trains

MANY YEARS AGO, when the click-click of telegraph keys reported a silk special heading eastward from Vancouver, B.C., division superintendents and dispatchers along the Canadian Pacific mainline got busy at once. Train orders had to be issued for all traffic to clear the line, while fresh engine and train crews were alerted and waiting at division points and the necessary pusher locomotives were made available on steep grades.

Five minutes were alotted for crew changes on silk trains. From the time the "million-dollar" cargo was unloaded from CPR "Empress" ships at Vancouver and quickly loaded into 10 or 11 steel express cars, heavily armed guards would protect such shipments to their final destinations. A special baggage and express car on the tail end of a silk train served as eating and sleeping quarters for guards and crews. Early in this century, when "silkers" began to operate, a caboose was coupled onto the rear of each one; but, due to the high speed, the waycars were whipped so badly that they had to be discontinued.

I well remember being called for a silk special in the late 1920s when I was a fireman working out of Revelstoke, B.C. The engines used for steep grades on the Mountain Division east of Revelstoke were 5800's, Santa Fe (2-10-2) types, oil-fired and free-steaming, with 5700's, Decapods (2-10-2) at the tail end. Firing them was a pleasure, especially on a silk train when all other traffic was sidetracked, on through to Field, B.C.

Although the 5800's had rather small (50-inch) drivers, they had plenty of speed and, with 275 lbs. of boiler pressure, enough power for the long 2 percent grades. On such runs, an extra pusher would be coupled to the head end. The high priority given to silk specials created an air of excitement for the train and engine crews.

I'll never forget the sight of their guards as they'd drop off the train to patrol around it whenever we stop-

ped. They wore Sam Browne belts, each with two grim-looking .45 revolvers in open holsters. In addition, each man carried a sub-machine gun. It reminded me of a Hollywood movie.

The guards were mostly young men, all bonded, prepared for any emergency. At Albert Canyon, ten miles east of Revelstoke, the extra pusher engine would be coupled onto the smoky end of a silker for the long stiff climb up to Glacier. There the pusher was cut off. After receiving a clearance, the train proceeded through the five-mile Conneaught Tunnel. Then at Golden another pusher would be used to doublehead the consist up through Kicking Horse Pass to Field. There all engine and train crews were changed, and stoker-fired engines with fresh crews would take over to continue the eastbound journey. At the beginning of World War II the romance ended. With United States stepping up its production of synthetic material, silk trains faded into the glorious past.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada, V8W IN9.

Overseas Railroading

AT LEAST 22 people were killed and 83 injured in a "cornfield meet" between two suburban commuter trains on February 28th near the station of Andres de la Barca, Spain, about 20 miles west of Barcelona. Both engineers died. The shock of the head-on collision was so great that the engine and first passenger car of one train bounced atop the other train. They then fell onto a highway running alongside the track and blocking traffic. Both trains were full, one carrying about 200 factory workers.

A TRAINLOAD of dogs and their handlers on British Rail boosted the revenue of the London-Midland-Liverpool Division by more than 15,000 pounds. It operated round-trip between Wigan and Kensington Olympia Station in London, a three-hour run each way.

Says clerical officer Ralph Draper: "To make sure the dogs faced the judges in the best possible condition the customers wanted to avoid cross-London travel by ordinary services or tedious journey by car.

RIDING the Japanese *Bullet* several times last October impressed me with its speed and service. Recently in England I discovered other fast, comfortable, new trains: *Inter-Ci5,* which British Rail describes as "the changing shape of rail ... bringing improved standards of speed and comfort." I rode one of them on the London-Bristol route. British Rail will introduce more of them this year. American railroads should look into *Inter-City 125.*—Mel Collins, Bedford Rd., Maryland Motel, Cumberland, Md. 21502.

ENTERPRISING advertisers tried a new medium in England. They put ad-carrying coats on cows grazing near part of the London-Brighton railroad line.

PRETTY GIRLS are employed on German Federal Railroad express trains mostly for the benefit of "tired businessmen" who need the services of typists, stenographers, or interpreters. On occasions, the gals also sew and nurse. Their average age is 23, and they work aboard 39 inter-city and 21 trans-European expresses equipped with secretarial compartments and switchboards.

AS FRANCE BEGINS building its first major railway line in more than 70 years, the train is about to make a startling comeback in Europe—at more than 160 miles an hour! The French Government has just approved the building of a 257-mile link between Paris and Lyons for a high speed, multifrequency train.

When it comes into service in 1982, the orange-colored train with its shark-like profile will be operating at a frequency of at least one every half-hour, and in summer daylight every five minutes. The journey from Paris to Lyons will be cut from more than four hours to two.

The Paris-Lyons passenger express, is known as the TGV (for *tres grande vitesse,* very great speed). It is estimated that the electric-powered TGV will use a fifth of the energy per passenger than the cheapest European short-haul jumbo, the Airbus, and a quarter of that for a standard car.

Station to station, it is expected to have the edge over air travel and could easily have been much faster if 161 mph had not been judged its most economic operating speed in present fuel price conditions. The main technical problem is braking. There are four independent braking systems, but it still takes nearly four kilometers to bring the train to a halt from its top speed.

BRITISH RAIL has abandoned the 100-year-old custom of "Ladies Only" compartments on trains. For years men complained that the compartments were often used by only two or three women while other compartments were packed. The compartments have been phased out in the last few years and only about 100 remain. The labels on their windows have finally been taken off.

THE FIRST fare cuts in New South Wales since 1860—a reduction of about 30 percent made in June '76 by the Labor Government's Public Transport Commission—have resulted in 7.5 percent increase in the Commission's expected revenue. This good news comes from A. Mann, P.O. Box 3, Drummoyne, N.S.W. 2047, Australia, who also sends us the following grim news from *The Urban Transit Magazine for Australia:*

Australia's worst ever rail disaster occurred at 8.12 a.m. on Tuesday, 18th January when electric locomotive 4620, hauling the 6.09 a.m. Up Mount Victoria passenger train of 80 new cars derailed about 200 meters west of Granville station and crashed into the supports of the Bold Street overbridge. The crash caused the steel and concrete bridge to fall on to parts of two cars of the train, resulting in 80 passengers being killed, two further people later dying in hospital and 83 people being injured.

The engine, travelling on the Up Main, apparently derailed just near a turnout leading towards the Up Suburban line, on its approach to Granville Junction. Judging from the damage sustained, the front left hand side of the engine hit the steel support of the bridge located between the Up and Down Main lines, soon after derailing. The engine continued for about 50 metres and came to a stop, spread across two sets of tracks, on its right hand side.

In the meantime, the first car of the train jack-knifed, had its roof entirely torn off and came to rest covering more than one track, lying partly on its side. Nobody in this car was killed, but some passengers sustained injuries. The second car of the train surprisingly escaped from the accident almost undamaged, remaining upright although derailed.

It was, however, on to the third car (apart from the first few rows of seats) and the front section of the fourth car that the concrete decking of the overbridge fell, causing the tragically high number of fatalities. The slab of concrete which struck these cars weighed some 200 tons and fell with a loud noise, completely crushing the rooves and sides of the two cars affected. The steel underframes and six-wheel bogies on each of the two cars were not badly damaged, as the cars were later towed away on their own wheels. The last four cars in the train were unscathed and remained intact on the track. ●

PHOTOGRAPHS OF THE MONTH

Three Lady Railroaders

Engineer Laurie White checks time with fireman/trainee Lynn McVeagh, (center), and switchman Gloria Reeves on a January day at Santa Fe's Corwith Yard. As Laurie and Lynn have made one trip together SF may have all-female crew on freight run.

Orville Brent, Santa Fe staff photographer

Anybody got a funnel? Hostler with good aim sands Lehigh Valley 0628 No. 635 at famed LV Sayre, Pa., enginehouse area on cold Jan. 22, '76.

Bill Rettberg, 547 Brook Rd., Towson, Md. 21204

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

MOTIVE-POWER surprises as Spring came in included Louisville & Nashville leasing forty Canadian National units. They got twenty GP-38's, ten SD-40's, and ten GP-40's. Ten GP-38's are wide-cab versions. The numbers are 5510-5519, 5566, 5569-72, and 5574-5578, all GP-38-2 models, with the last ten being wide-cabs. These are being maintained at Radnor (Nashville). Nos. 5030-5039 (SD-40's) are maintained at South Louisville, as are 4003-4004, 4006-4012, and 4015 (GP-40's).

All units were built by GMD in London, Ontario. The GP-40's are the oldest, all vintage of 1966. The wide-cab GP-38-2's are the newest, built in 1974. L&N info gives cost when new and the present depreciated value. For instance, the GP-40's cost $296,377 new, but are now worth only $149,893, or almost half depreciated. L&N engineer L.E. Crowe, who sent this info, says all CN units will be operated m.u. with all other L&N units. Gear ratios on the CN's are all 62-15, which allows 65 mph.

Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240, spotted a coal drag (on 3/5 in his home town) having two CN GP-38-2(W)'s and a standard GP-40 working with an L&N GP-38-2. He says other interesting power in his area includes green Burlington Northern units, Southern Pacific B-B's, Seaboard Coast Line units of all types, and DM&IR SD-9's operating on the ICG's Paducah Division. On 3/6 the first SP SD-45T-2 (tunnel motor) showed up in Hopkinsville.

EVEN MORE SURPRISING is a report from John R. Cox, 3011 31st N., Seattle, Wash. 98199, that three Southern FP-7's (6146, 6147, and 6148) arrived in Seattle on 2/27 for passenger service. Burlington Northern has a speed restriction on SDP-40F's, as we have reported. Evidently, these F's were leased to help out the aging E-8's in the passenger pool. So, from running through the Carolinas to the Pacific Northwest, good old F's still carry on.

WATCHING CONRAIL at the old Erie Lackawanna yard in Croxton, N.J., is

Extra muscle: on many occasions CP Rail 8500 or 8700 units have been added to regular assigned engines in Quebec to provide extra steam and backup power. CP Rail

8578

Alan Kramer, 2503 Fair Lawn Ave., Fair Lawn, N.J. 07410, who says the place reminds him of a model railroad whose owner doesn't care which road names he buys. Locomotives from CNR, Southern Pacific, C&NW, Missouri Pacific, and Union Pacific have been regular visitors there.

Alan notices also unique freight cars. He adds several interesting reporting marks to the sheet: LW (Louisville & Wadley), WCTR (White City Terminal Ry.), MD&W (Minnesota, Dakota & Western) and DKS (Doniphan, Kensett & Searcy) on boxcars. Also a tan gondola with LT (Lake Terminal) lettering, and a blue gondola lettered CCR which I can't identify as yet.

Others seen by Alan in the past few months include a Pearl River Valley Ry. boxcar, Norwood & St. Lawrence (NSL) box, and a New Hope & Ivyland box. In 1975, August, 1975, Apache Ry. flatcars were noted on the EL's Bergen County line. Of course, most all of these shortline cars are leased, owned by leasing companies who use the name of a common carrier for per diem accounting. One of these is the National Railway Utilization outfit, which has the Pickens cars and the NSL cars, plus others. Another is SSI Leasing. I saw my first Vermont Northern boxcar just recently. It was yellow with blue or black lettering and a State of Vermont herald.

THE DELMARVA PENINSULA (Eastern Shore of Maryland, Delaware, and Virginia) rail system has found a savior. After a flurry of activity following Conrail, interested parties (Southern and RF&P) moved out of the DelMarVa picture because of work rules and inherited problems.

Then Rail Services Associates of Hammondsport, N.Y. (which runs the 34-mile Bath & Hammondsport) has agreed to take over the operation for one year, starting April 1st: 63.5 miles from Pocomoke, Md., to Cape Charles, Va.; the 26-mile Chesapeake Bay carferry service, seven miles from Little Creek, Va., to Norfolk; and 150 miles of weedy, shell-ballasted branch lines on the eastern shore of Maryland and Delaware. I assume Conrail continues to operate Wilmington-Pocomoke.

The new Washington, D.C., Metrorail, hardly off the ground, is already facing severe financial cutbacks and is looking at Light Rail Vehicles (LRV's) as an alternative on some proposed routes. Meanwhile, Rohr Industries filed a $48.3 million claim against the Washington Metropolitan Transit Authority, which Rohr claims covers changes in price and delivery schedule of the 300 subway cars it is under contract to deliver. Already 150 cars have been delivered; 28 of them are in peak rush-hour service on the completed five miles of Metro.

IN NEW JERSEY, *The Asbury Park Press* ran a photo of Amtrak GG-1 920 with a report that area railfans are trying to raise $10,000 to repaint a GG-1 to the original PRR Brunswick green scheme. Amtrak has given its blessing to the drive and will run the repainted loco between New York City and Washington. GG-1 No. 4935 has been chosen for a planned May restoration program.

DAN TRACY, 402 N. Center, Joliet, Ill. 60435, caught a photo of The Rock's new road slug unit, No. 284, operating in an eight-unit lashup on westbound train numbered 01 through Joliet on 2/21/77. This slug was rebuilt from a wrecked U-25B. Rock employees in Dan's town say that the *Rockets* will continue to run and diners are going back on them. Nos. 5, 6, 11, and 12 will pull piggybacks to help defray the operating costs (as Southern used to do). Also in the wind on The Rock is the planned rebuilding of the westbound main from Joliet to Bureau and the eastbound from Bureau to Silvis, both projects set for early this year.

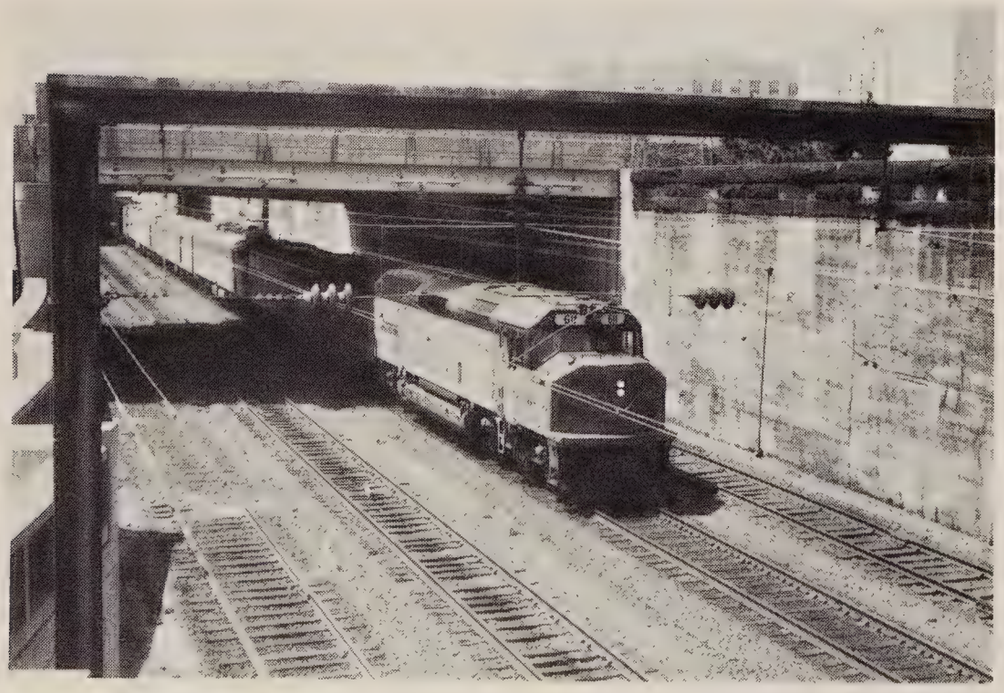
Those Rock U-Boats that Dan Tracy finds rare in his area are out in Iowa, according to Bob Phillips, 239 Hawkeye Court, Iowa City, Ia. 52240. Bob mentions many U-25B's and U-33B's appearing his way since February 1st. Also through Iowa City on The Rock come UP, SP, and Cotton Belt units. (Does SP operate any of its units on home rails anymore?). Rock engineers on the big SP SD-45T2's take it a bit easy. High speeds on poor track can cause longitudinal flexing on those big fellows, which tends to snap crankshafts.

Bob Phillips has more unusual freight car sightings: an Angelina & Neches River (ANR) boxcar and old stock cars with plywood sides lettered "Grady Grain." How long since you've seen a stock car? Bob says many UP cars are still working in eastern Nebraska, some newly painted yellow and silver, with silver trucks.

ACCORDING to Delbert F. Talbott, 309 22nd St. NE, Cedar Rapids, Iowa 52402, the Continental Grain Co. has an Alco S-3 (rare) at its new terminal just west of Britt, Iowa, on the Milwaukee Road. He saw four UP GP-9's on the C&NW's shop track at Oelwein, Ia., in for re-wiring and general overhaul. Also on that track; four C&NW FM H-10-44 switchers, probably for scrap.

BOB YARGER, RFD 1, Bellows Falls, Vt. 05101, who isn't overly fond of diesels but tolerates them, sent us a night photo he took of Canada & Gulf Terminal Brill gas-electric and trailer last October. The pair were in the B&M yards at North Walpole, N.H., enroute to some museum or tourist road. Where did they end up? Also, he'd like to hear from anyone with info. on the Waynesburg-Washington (Pa.) RR. That 3-foot-gage pike was taken over by the Pennsy long ago.

WHO IS an authority on the Rio Grande? Clifford Olsen, 2021 Hyview Drive, Casper, Wyo. 82601, has many questions about the *Prospector* and *Exposition Flyer.* He also asks why SP Daylight 4-8-4's were equipped with both air horns and steam whistles. Cliff saw SP SD-45T-2's in the BN yards in his home town. As I said, those SP locos *do* get around.



Amtrak SDP-40F No. 611 under Penn Central wires just south of Union Station, Washington, D.C., on sunny April 21, 1975. Photograph by H.L. Buckley

IN DECEMBER issue I mentioned an Australian engine, No. 7201 of the New South Wales Govt. Rys., as having been built by using parts of a "Mountain" class loco, which I assumed was a class of Australian diesel. But the 7201 was actually built from the tender of a 4-8-2 steam locomotive! Anthony Cliff, 3 Dowel St., Chatswood 2067, Sydney, N.S.W., Australia, cleared this up for me. G.B. Ahern, secretary of the New South Wales Rail Transport Museum, P.O. Box 31, Burwood, N.S.W. 2134, Australia, sent me a copy of the *Australian Diesel Locomotive Pocketbook*—an interesting pictorial counterpart of our *Diesel Spotter's Guide.* It covers all diesels in Australia, past and present. The book is still available from the NSWRT Museum for $3.90 in Australian currency plus postage (see your local post office for rate of exchange). The 151-page book is invaluable to anyone interested in diesels.

GENERAL ELECTRIC'S plant at Pittsfield, Mass., has acquired a rebuilt Alco S-1 from the Maine Central and plans to use her in place of a much newer GE 50-tonner. The latter will be assigned to lighter duties at the same location.

CANADIAN NEWS is heavy as summer comes on. CP 7118 is back from her lease to Crown Zellerbach of Vancouver Island and Nos. 6704 and 6709 were sold to Great Lakes Pulp & Paper. Robot tests on the Canadian National using CP Rail equipment are over, and CP power is home again. The Toronto *Canadian* had many odd units up front last winter. The normal FP-7's had help from 1400's, F9B's, RS-10's, and GP-9's.

CP Rail hopes to acquire forty new SD-40-2's in 1978. CLC power (FM's) slated for historical preservation have been moved from Chapleau to Montreal, with plans to store them in Quebec City. Locos involved are CPA-16-4 No. 4065, H-16-44 No. 8554, Trainmaster (H-24-66) No. 8905, and Baldwin DRS 4-4-1000 No. 8000.

D&H's Sharknoses (RF-16's) were in St. Luc on March 1st, which was also the date of the last PA's into Montreal, as the Rohr Turbos took over the *Adirondack* northbound that night. At the scene of a recent derailment on CP Rail at Dalhousie Mills, which lies about 50 feet inside the Quebec border, more of the Ontario-Quebec political friction surfaced. An Ontario Provincial policeman, checking on a hotel which was rammed by a cut of misguided boxcars, lost the radio out of his cruiser to an unknown thief.

If you see any CP Rail SD-40's with yellow axles, it's not jaundice, simply a way of noting that the units have modified trucks. The two BA&P electrics, 201 and 202, are now in Point St. Charles Shops in Montreal, presumably being stripped for parts. Boston & Maine pool power on CN has resulted in F-7 No. 4267 appearing in Canada.

Several N&W units have been seen in Canada with no pilots or footboards. By Canadian law, all road units must have pilots, so CN had to use some of their own units on the point of N&W trains. Two N&W units noted in this case were Nos. 2416 and 799. The DW&P 3608 is in Pt. St. Charles Shop for repairs, while CN 5562 and 5565 were returned from DW&P. The CN 5507 returned from Grand Trunk Western and won't be returned or replaced at this time. CN has power on lease to Northern Alberta (4334 and 4338), Shawinigan (8028), and the units mentioned previously on 89-day lease to L&N.

Great Slave Lake Ry. Division has 11 units: 1376, 4211, 4233, 4318, 4336, 4341, 4345, 4350, 4351, and 4353. Canadian National carried 5% more passengers in 1976 than 1975.

British Columbia's 4-6-4 No. 2860 went to San Francisco in March and April. I understand that ATSF and BN let her work on her own but SP towed her behind Bicentennial units. Anybody see this operation?

A.A. MERRILEES of Toronto bought Reading NW-2 switchers 100 and 103, painted them yellow and renumbered them 1000 and 1003. B&O units have been seen for the first time in (as reported in our last issue) on C&O lines. Units seen so far include GP-9, GP-30, and GP-40's. British Columbia Ry. recorded 110 derailments in the period between June and September 1976—is that a record, high or low?

Eric Jones, 233 McMahon, Ste. Rose Laval, Que., who works on CP Rail, says CP FP-7 No. 4037 is still in the old maroon and gray scheme. Normally she totes freight out of Montreal. Eric adds that besides the historical preserved units mentioned as coming into Montreal, there is the Robot Car W-2 1002, which was converted from a C-Liner B unit.

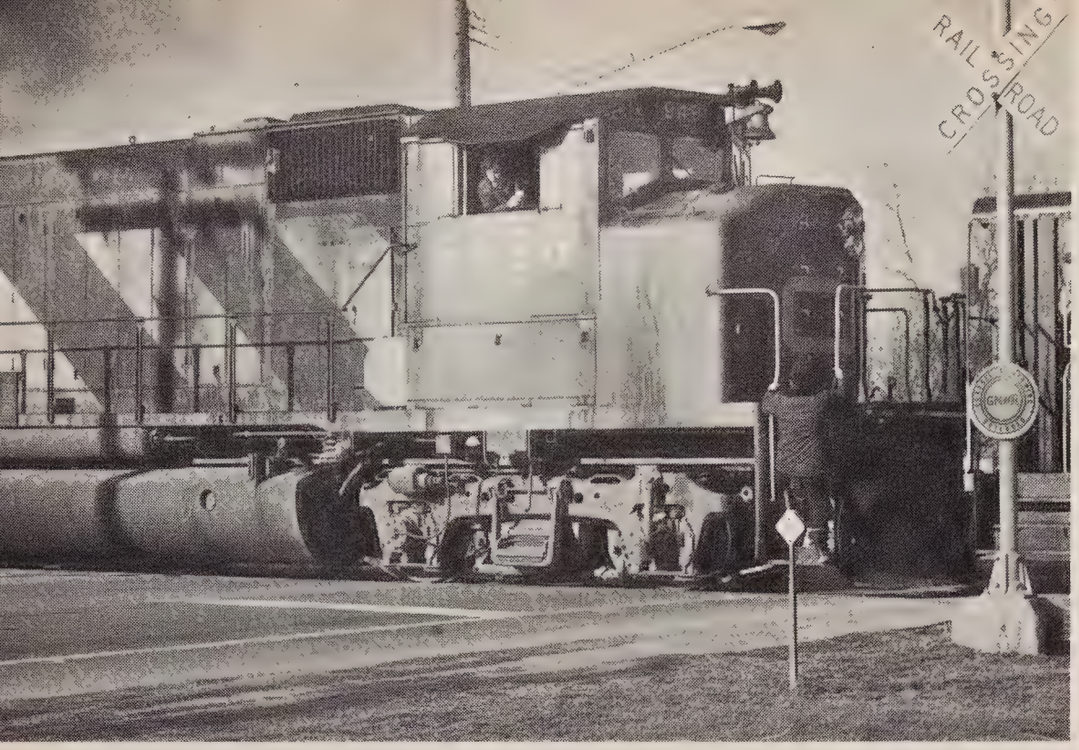
A CP Rail electrician, V. Juranek of Alyth, received $4176 from the railway for his idea in designing a device for Locotrol modules. It tests operation of these "black boxes" automatically by remote control, without requiring two-man testing and actual operation of the locomotive. Of course, Locotrol modules are receivers which remotely operate mid-train or helper units, by means of radio-wave guidance from the "master" locomotive.

Ever wonder why CNR has painted "VIA" on some of its passenger locos? A new company, Via Rail Canada Inc., is to be formed by the Canadian Government to manage rail passenger traffic in that country, just as Amtrak does in U.S.A. The VIA is due to take over in two years.

DAVE McCARTHY of Chicago Heights, Ill., telephoned me a weird report of Burlington Northern doings in his area. He claims that a lashup of F-3A-F-3B-NW-2-NW-2 (four units) has been seen numerous times hauling

Vermont Bicentennial train swings off the Bennington branch, formerly the old Rutland R.R. line to Chatham, N.Y., as it returns to Burlington, in August, 1976. Vermont Railway train is a local from Rutland and is waiting for the Boston & Maine connection from Mechanicsville, N.Y. This was good locale for passenger trains during days of steam.

Bob Yarger, RFD 1, Bellows Falls, Vt. 05101



Conrail used leased CN units on the daily turn to Griegsville, N.Y., last winter. CN 9496, a uniquely Canadian wide-nose GP40-2, is seen pulling a cut of loaded salt cars, destined for the D&H at Buffalo, off the Genesee & Wyoming interchange tracks on December 11, 1976.

Richard W. Story, 12 Ward Place, Geneseo, N.Y. 14454

freight on the Chicago mainline. This interesting combination seems to get drag freight, local, and even piggyback assignments. (Is BN that busy?) Dave also says little SW-1 switchers have been seen m.u.'d into freight lashups and used on the main.

Rumors to watch from the pages of the BN employees news: BN and Frisco will institute merger studies, and famous CB&Q 4-8-4 No. 5632 may be rebuilt for fan service. The engine is now at Mt. Pleasant, Ia., outside the Burlington Shops.

Dave says EJ&E is undergoing major overhaul of its roadbed, and that Indiana Harbor Belt, as a child of Conrail these days, uses locos from all over the Conrail family and has vastly upgraded its service. Illinois Central Gulf at Homewood, Ill., is using a Paducah rebuilt GP-7 (GP-8 or GP-10) and an SW-1 as a cow-calf set. In February, Dave saw an impressive 20-car passenger consist on ICG at Homewood, made up almost entirely of ex-ATSF *El Capitan,* high-level equipment. This must have been a Mardi Gras special or a Mardi Gras edition of the *Panama,* as it left Homewood two hours off the *Panama's* schedule. Are any B&O F-units still alive? Dave claims he saw a live A-B combination on a road freight in the B&OCT yards in Chicago in February.

Martin J. Venn, 3000B Jackson Ave., South Chicago Heights, Ill. 60411, lives close by the old C&EI, now operated jointly by L&N and MoPac into Chicago. He has seen Canadian National and SCL units on L&N trains; also Union Pacific units on MoPac freights. Sounds like an interesting spot.

VANDALISM along the rails has reached Washington, D.C., with a bill introduced by Congressman George E. Brown, Jr., (D., Calif) which would require bullet-proof glass in locomotive and caboose windows. Fine idea, but I hope it includes passenger car windows as well.

CONRAIL is still wearing its coat of many colors. The maroon and yellow of Chicago & North Western units adds but one more. These and Union Pacific Geeps, leased by Precision National, have been seen system-wide since the first of the year.

Conrail's first winter was hell. Almost the entire system was affected by record cold and snowfall. Buffalo, N.Y., was hit hardest. Its delay had a domino effect all over the system. Locos backed and then froze up. A lot of units needing repair had to be pressed into service before they were ready. One newspaper photo showed a mass of power sitting in Selkirk Yard, which was clogged so badly because of the Buffalo mess that trains had to be held out on the main until room could be found for them to get into the 5½-mile-yard.

How many Alco switchers are in Conrail blue? Jerry Rosenfeld of Dumont, N.J., found S-3 No. 9369 in Rensselear, N.Y. Some C&NW units also were seen in the New Jersey area. Jerry spotted two new 50-foot yellow and black boxcars lettered Cadiz RR. (a southwestern Kentucky short line).

Al Shade of Cleveland sees hundreds of locos at Collinwood Shops, including many C&NW, UP, Conrail family repaints, and private owners Detroit Edison and Cleveland Electric Illuminating Co. One unusual unit, lettered GE 1075, was a re-engined MoPac RS-12, one of those rebuilt RS-3's that MP had so many of. Does that GE lettering mean a trade-in?

Ed Long, Richmond, Ind., reports both C&NW and UP power through his town on Conrail. Also some D&H repaints (ex-Lehigh Valley) working through there on N&W's new western extension from Cincinnati.

Paul Noble, 508 Elizabeth Rd., Yorktown Heights, N.Y., mentions C&NW and BAR power out of Oak Island Yard in New Jersey, and caught UP GP-9B No. 307B at Elizabethport with a damaged end.

Carl Timko, Box 97, 703 Main St., Conneautville, Pa. 16406, who often visits Conrail's Meadville, Pa., yards, reports seeing both C&NW and BAR units there. Carl got an official reply from the Bessemer & Lake Erie regarding the three steamers kept in the Greenville roundhouse to the effect that there are no plans to restore and run them. With the current trend, the 2-8-0 and the 2-10-4 are prime candidates for fan outings. Both are in prime condition.

Choo-Choo Charlie of Bethlehem, Pa., tried to get extra work with Conrail in Buffalo on the snow-removal team, with no luck. He says they brought the old NYC rotary plow up there from Syracuse and they derailed a Russell plow. Shovelers were loading snow into gons and hoppers and shipping it south. Was anyone crazy enough to photograph this action?

Charlie says rebuilt Paducahs are showing up in numbers in his area, both GP-10's (upgraded GP-9's) and GP-8's (upgraded GP-7's). A list of leased Conrail units as of 1/31/77 shows 7 MoPac, 4 BAR, one Precision National, 7 BN, 2 Southern, 16 SP, 10 UP, and 34 C&NW units.

The four GE U-36B's that Conrail reportedly bought after Auto-Train cancelled its order (2971-2974) are shown as leased. The list has been amended since then. I have seen—and reports have come in on—units other than those listed here. Big news in the Allentown-Bethlehem area are the RF&P units running in there from Potomac Yard over the Ex-Reading. Charlie spotted 12 units in late winter. These are GP-35's and GP-40's in RF&P blue and gray.

Rev. Charles C. Shell, who works in a rescue mission by the Conrail mainline in Wilmington, Dela., also has seen the RF&P run-throughs pass his chapel, once with the Tropicana Fruit Juice unit train. He has kept up with most of the new GE E-60P electrics and has seen both the new foreign experimentals in action: Swedish X-995 in regular service and French X-996 running test trains.

Bill Harmon, P.O. Box 228, El Cen-

tro, Calif. 92243, says the regular loco used on the SD&AE 18-mile Plaster City turn is Alco S-6 No. 1237 on request of the engineer, who rejected offers of new SW-1500's. Bill has slides of her to trade.

WATCH FOR these new roads: Chicago, Madison & Northern, which wants to operate 126 miles of ex-C&NW trackage in Wisconsin; East Cooper & Berkeley, which aims to build a new line in Berkeley County, S.C., and the Goodwin RR. Inc., which has been authorized to operate over state-owned trackage of Boston & Maine between Concord and Lincoln, N.H.

CHARLES HUNTER, 1701 Bluebonnet Str., Denison, Texas 75020, reports another "last stand" territory for F-units: ATSF 252-C and 268 seen at Gainesville, Texas, last December, and MKT still using F's in Denison as recently as 3/18; also 401-B, 75-E, and 75-F still running. ATSF U-30CG No. 8005, one of only six units of this model, was spotted last winter in Ardmore, Okla., in freight service.

A RAILROAD RECORDING outfit has released a one-hour tape cassette titled *Roaring Diesels, Screaming Electrics,* which features Eastern diesel power (Conrail, also P&LE, EL, Auto-Train, PC) and electrics (GG-1, E-44, *Metroliner).* A long Horseshoe Curve sequence on the then PC would at first seem to be ruined by a busload of noisy kids who arrive just as the sequence starts; but as you listen, their excitement in watching the action comes through and actually heightens the interest.

You can hear clear sounds of horns, bells, exhausts, flange, and rail joint clicks. I used the tape as background while writing this column and found it stimulating.

Contact Custom Steam Productions, Ltd., Railtape Division, 30 Jolen Dr., Hillsdale, N.J. 07642, for list of titles. Each one-hour cassette costs $6.95. A data sheet is included to help you follow the action. Tapes are an excellent way to add enjoyment to your railfanning. They can be used as background for slide shows or model railroad operations.

"THE LAKESIDE & MARBLEHEAD in Ohio had at least one Fairbanks-Morse gas car and at least one McKeen gas car." writes Peter C. Carr, Holmes Rd., Saco, Maine 04072. "When did they arrive on the road and when did they depart?"

AMTRAK had just passed its second birthday in May '73 and was forced to make do with hand-me-down equipment. Newest power on the roster was E-9. Amtrak's decision to order new units was weighed with the possibility of early demise of the Corporation. Thus, any locomotive ordered for Amtrak must be suitable for freight service with little modification . . . just in case.

EMD, the nation's largest builder, was chosen. The 150 units which EMD designed for Amtrak were close descendants of the big FP-45's bought by Santa Fe. In fact, looked very much like them. However, they were rated at 3000 hp, same as the SD-40 model. EMD chose a new model designation: SDP-40F. That breaks down to SD, which EMD used to claim meant "special duty," but has evolved to mean a six-axle hood unit. "P" stands for passenger capability, meaning train heat from a steam boiler. "40" designates the 3000 hp, 16-cylindered 645 line. "F" means "full-width" cab, the term WEMD now uses to designate cowl units, like SDP-40F.

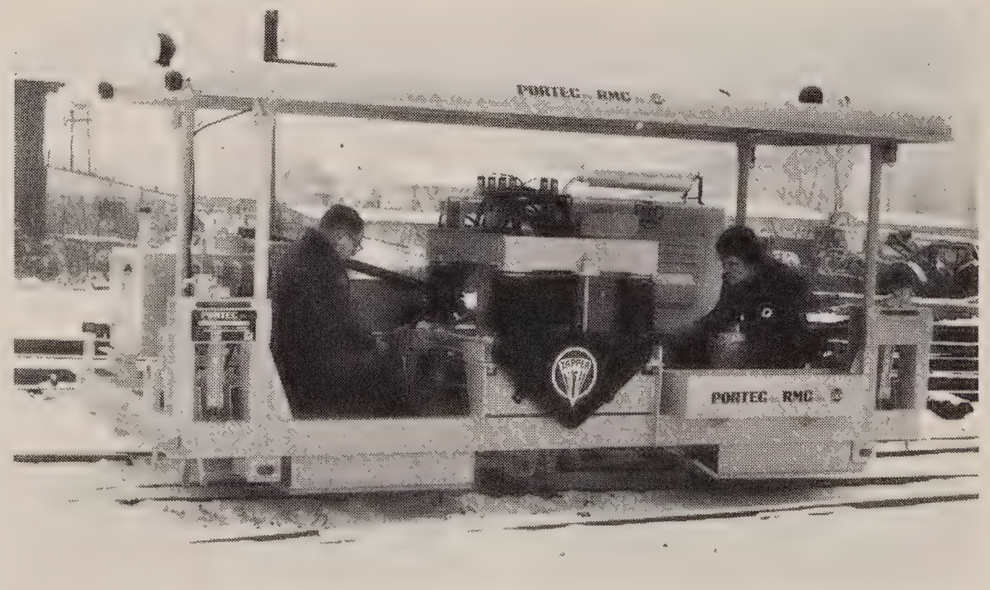
The unit is huge, weighing 396,000 pounds, riding on two six-axle, C-C trucks. The semi-streamlined shell or cowl covers the standard SD-40 design, with the "mansard" or sloping roofline. The cab and front-end outline resembles the old FM Erie-builts more closely than anything else EMD. The nose is angular with sloping shoulders. The absence of handrails on the front "porch" of the unit makes it look unfinished. The carbody extends back to an angular and blunt rear end which houses twin Vapor-Clarkson steam generators.

The "long loaf of bread" outline of these units was first seen in the FP-45. It has caught on to be repeated in later units such as the EMD F-40 and GE P-30CH. Amtrak is the sole owner of the model, with 150 units, Nos. 500-649. In recent years, the SDP-40F has been the object of fierce objection and disdain from enginemen. It now appears that the units might have a derailment problem at speeds on curves. Both Chessie and BN have placed severe restrictions on their operation, due to a series of derailments which these roads feel are traceable to the locomotives.

The unit is judged far too heavy at 396,000 pounds for fast passenger service. Amtrak spent $68 million on the 150 units. Now, many have been modified in an effort to correct the problem. Still, from recent press statements attributed to Amtrak's President Reistrup, the SDP-40F is in the doghouse. Both it and the GE E-60CP electrics are characterized as modified freight types bought as a stopgap measure until purely passenger locomotives could be designed. It is rumored that Amtrak is looking to trade 79 SDP-40F's in on F-40's. Will the traded-in units be derated to freight service and resold?

Be that as it may, the short reign of the SDP-40F is clearly in trouble on Amtrak's long-distance trains. Will these big fellows finally get some peace on freights? Railroads that have experienced but little troubles with them claim that trackage is the prime factor—if trackwork is up to par, there is no trouble. The battle will probably never be resolved, but the bad publicity is anathema to Amtrak. I look for the SDP-40F's to be quietly phased out and the idea that a single locomotive can handle any Amtrak train will give way to twin F-40's or P-30CH's on long-distance schedules.

CONTINUE sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. ●



Two new RMC Zappers, a hydraulic rail gang spiker, and a hydraulic tie gang spiker, have been developed by RMC Division, Portec, Inc. The Zapper, developed for single or dual rail-laying operations, feeds and drives two spikes at one rail, using an operator and a laborer.

A Baldwin Middle East class 2-8-2 drifts by the Black Sea at Hisaronu with a local passenger train from Zongualdak to Caycuma, Turkey.

TURKEY TODAY

A Mecca for Steam Fans

Text and Photos by

MICHAEL A. EAGLESON

CAMERAS IN HAND, I crept boldly out on a rocky ledge overlooking the indigo waves and dancing ships of the Black Sea and particularly its marine-side trackage. After a short wait, the air resounded with the old familiar chugging of a coalburner. Bituminous smoke filled my nostrils. Having come for steam action pictures, I was happy. A big-game hunter catching sight of a tiger in a bamboo jungle must feel as I did then.

Turkey is a steam country. So last October, while you were doing something else, I drove more than 4,000 miles over the uninviting roads in this land link between Europe and Asia, partly over the old route of Alexander the Great's chariots and phalanxes bound for world conquest. I, too, was bound for conquest, but another kind.

The Turkish State Railways—or, if you are a native, *Turkiye Cumhuriyeti Deylet Demiryollari (TCDD)*—still has in excess of 800 steamers of 14 wheel arrangements in 36 classes. If you are as much of a steamfan as I am, you'll want to pack up and fly to Turkey as soon as possible. But you'd face the problems of poor accommodations, dubious food,

This 1927 2-10-2 Henschel thumps across the diamond at Izmir with a commuter train.

and difficulty in traveling about.

This nation's hinterland is far from being a tourist haven. Outside of Istanbul, Ankara, and Izmir, the three largest and most modern cities, foreigners are looked at askance. By Western standards, the country is impoverished. Tire-smashing dirt roads are commonplace. Lumbering vehicles drawn by horses or oxen clog the two-lane, main, paved highways. You can lose precious hours and even days with an empty gas tank, as I learned while waiting in line impatiently for a rural delivery.

As for accommodations, army cots can be found in Turkish hostels for as little as 25 cents a night, provided you share your room with six or eight unsavory strangers and forget about a private bath. Outside the major cities, sanitation, cleanliness, and good food are almost as rare as a two-horned unicorn. Most of the chickens in Turkey apparently don't know how to lay eggs—but if you're lucky they may oblige you once or twice a week. The main form of nourishment here is bread and *kibob.* Banks accept American cash, but I wandered from bank to bank for three days before I could turn American Express travelers' checks into spendable money.

Despite these inconveniences, you can still have fun shooting steam pictures in Turkey if you really want to. Even so, the only practical way to reach scenic locales near railway tracks is by renting an automobile with unlimited mileage. Don't try to ride trains. Passenger rail service as outlined in the TCDD timetable—that anonymous work of fiction—is sparse, and what trains you can find usually run from four to six hours late. It is not rare for one to arrive at a destination a full day behind schedule or be cancelled entirely!

Bring your own road maps. The car-rental agencies won't have any for you. But before leaving the U.S.A. you could get a fairly accurate, nation-wide, railroad

Fireman does a little housekeeping with high-pressure water hose on cabside of Decapod. Note brass star and crescent—symbolic of Turkey.

(Top) While thirsty 2-10-0 takes on water at Eskipazar station, the engineer looks her over. Pusher takes drink beyond trees. (Right) Poor Turkish family of coal-pickers, mother and daughters, beside German wartime engine, No. 56521.

map from the Turkish Tourism and Information Office at 500 Fifth Avenue, Suite 5810, New York, N.Y. 10036. However, Mr. Atakent, the director there, couldn't or wouldn't give me a simple letter of introduction that stated I was visiting Turkey to photograph the railways. Nor did he try to get me the photo permit I had requested from the main railway office in Ankara. In fact, he didn't help me at all.

BETWEEN 1927 and 1936 the separate rail systems of the old Ottoman Empire were united into the 4-foot 8½-inch gage Turkish State Railways, bringing with them a varied stable of steam locomotives of British, French, and especially German ancestry. The powerful ten-drivered engines are ideal for light rail, as their weight is well distributed and because speed is not essential in Turkey.

Eight classes of Decapods from fully two-thirds of the steam roster. These freight types serve all kinds of duty. TCDD is said to possess only one true express passenger design: the eleven 46051-class 2-8-2's built by Henschel in 1937. You can see these mighty racehorses today on minor freight and passenger trains out of Konya.

For the North American steam enthusiast, the three most popular classes surely must be the 88 Vulcan Decapods built at Wilkes-Barre, Pa., in 1947 and the 53 ex-U.S. Army Transportation Corps 2-8-2's of the Middle East class, built by American Locomotive Co., Baldwin, and Lima in 1942, and the 44 USATC Consolidations produced by the same "big three" in 1944.

If you'd like to shoot big-time steam in rugged scenery, especially large U.S.-built locos working wide open, the best place in Turkey is the 250-mile line between Irmak (near Ankara, the capital city) and Zonguldak on the Black Sea coast. Here stoker-fired Vulcan 2-10-0's struggle through dramatic mountains, tunnels, breath-taking spiral curves, and five helper districts.

Zonguldak is a coal-mining center where standard-gage as well as private narrow-gage lines abound. Pint-sized tankers shunt coal cars near the loading dock. In early morning a slim-gage steam passenger train shuttles workmen between downtown Zonguldak and the mine. Some of these lines are now being standardized and several narrow-gage steamers converted to standard gage; others retired to make way for the new diesels.

Ten miles east of the city, in Catalagzi, is the main loco shed for the Zonguldak area. Here ex-USATC 2-8-0's blast around the yard, assembling coal consists

This 0-10-0 was pulled out of the Dinar enginehouse especially for Mike's cameras. The hostler liked the color postcards of locos our author gave him, which helped get photo. Note switcher with road-service pilot.

At the top of the horseshoe curve at Eskipazar, Vulcan 2-10-0's, fore and aft work hard under partly cloudy skies, lifting the heavy coal drag out of the valley heading toward Ankara.

for the Vulcan Decapods to haul southward to Ankara's industries. U.S.-built Mikados work local passenger trains to Caycuma and Karabuk. Their sharp bark and quick acceleration delight the steam-starved enthusiast.

TIMIDLY one morning I entered the Catalagzi enginehouse after the dawn fog had lifted. Passing between rows of 2-10-0's, 0-8-0's, and 2-8-2's getting their fires cleaned, I headed for the shed-master's office. After an uncertain greeting by railway personnel and my liberal handing out of color postcards of locomotives, with much sign language, I was rewarded with "10 minutes only" of shooting time to do the whole enginehouse. In the shed, a large 0-8-0 sporting elephant-ear smoke deflectors had her rear set of drivers removed for turning and alignment in the shops. A hostler came up and generously offered me a handful of hot chestnuts freshly roasted on a locomotive's backhead. Although I was grateful, I quickly stuffed them into my pants pockets and continued to shoot pictures, as my precious 10-minute limit was fast being used up. The chestnuts burned my legs somewhat, but I kept exposing film and reloading my cameras.

A big Vulcan 2-10-0, fresh from painting in the back shops, simmered outside the ancient soot-encrusted wooden shed. Her handrails, rods, pilot beam, and pump shields were outlined in red and her glistening black boiler jacket and tender flanks had just enough coal dust on to photograph well. Nearby, a pair of Vulcan Decapods left the shed to doublehead a coal train from the yard, while a Lima-built 2-8-2 thrashed by on the mainline with a local passenger to Zonguldak. This is U.S.-style steam railroading in Turkey today.

Reluctantly leaving the old Catalagzi enginehouse, I headed for Hisaronu, where the main stem runs beside the Black Sea. Perched high on a rocky precipice, as already stated, I shot Decapods and Mikes as their belching stacks sprinkled the sandy beach with cinders. Several tunnels in the seaside cliffs make choice photo spots. The

saline air mixed with the aroma of soft-coal smoke can thrill any steamfan. As the morning progressed, the changing pattern of sunlight from behind the precipice sent long shadows across the tracks, halting effective picture-taking there.

Then, heading out along the line toward Hisaronu station, I spotted a Hanomag 2-6-0, constructed in 1911, switching the yard. Coupled nose into a cut of cars, she slipped and struggled to kick the loads about the sidings. Evidently her crew had seen railfans before, because they waved me up into the cab for a closer look. There I passed out more color postcards.

The men seemed exhilarated to have a stranger take such interest in their 63-year-old locomotive. With more sign language, they uncoupled her from the freight cars and spotted her, rods down and blower on, for a definitive smoky portrait.

MEANWHILE, the activity and sea air had whetted my appetite for lunch. I went into a typical Turkish working man's soup kitchen. The customers, all male, crowded the small room with its crude wooden tables and benches. The tables were heaped high with thick slices of coarse bread and bottles of water that may or may not have been safe to drink. Crumbs were strewn over the floor and flies darted here and there. The restaurant served only one selection of food, so I didn't have to translate my order to the waiter with the aid of my Berlitz dictionary. Being hungry, I ate; and as I survived the meal, it must have been all right.

My number one choice for photo spot on the heavily-trafficked Zonguldak-Irmak mainline was the stretch from Eskipazar to Cerkes Canyon. An arriving southbound freight from Zonguldak takes water at Eskipazar and the road engine has her coal fire cleaned in preparation for the long mountainous assault to come.

While the crew looked her over, as crews do everywhere, and I was photographing the scene, boys and girls scrambled around, eager to have their own pictures taken, as children do everywhere.

An 0-8-0 used for passenger service outside Izmir's Alsancak depot.

A fireman oils the workings of a 1924-built Schneider/Batignolles Consolidation standing outside roundhouse in small town of Alpullu.

Nearby, stolid mothers and grandmas shyly covered their heads and faces with shawls, fearful lest my cameras should capture their "spirits," and they picked lumps of unburned coal from the locomotive's ashes.

After the fireman bangs down the tender hatch and the helper couples onto the rear, the real show begins. With the valley echoing to the shrieks of the two locomotives' high-pitched whistles, the one in front digs in and stretches the train. Before it comes to a complete shuddering stall, the helper widens on the rear and the earth rumbles with the rolling tonnage.

I grabbed a few shots as the freight went by a road crossing protected by hand-operated gates. A mosque minaret in one corner of the scene adds Near Eastern flavor. Running back to my automobile after the helper had pounded by with her sanders full, I found that I could beat the train to the top of the great horseshoe curve overlooking the town. To get there, you must drive slowly through this village because children who play in the streets are not used to speeding traffic. Cats lie panting in gutters littered with garbage.

A policeman stopped me and checked my registration papers and driving permit and learned that my car had been licensed 200 miles away. Despite these lengthy delays, by roaring up a rocky dirt road and fording a dry river bed I reached the top of the loop ahead of the struggling two-engine train. As the freight hammered by, the crew in the gangway waved and pointed, apparently with joy, at the thick black smoke towering overhead, which I believe they had made extra dense for my cameras.

The fun is not over yet, if you know which dirt road to take next and have scouted the line in advance. The train runs along one curve after another. It crosses under a main paved highway in another spectacular loop. Each time I exposed film here, the lead engine's drivers slipped repeatedly, trying to keep the tonnage rolling on this heavy grade.

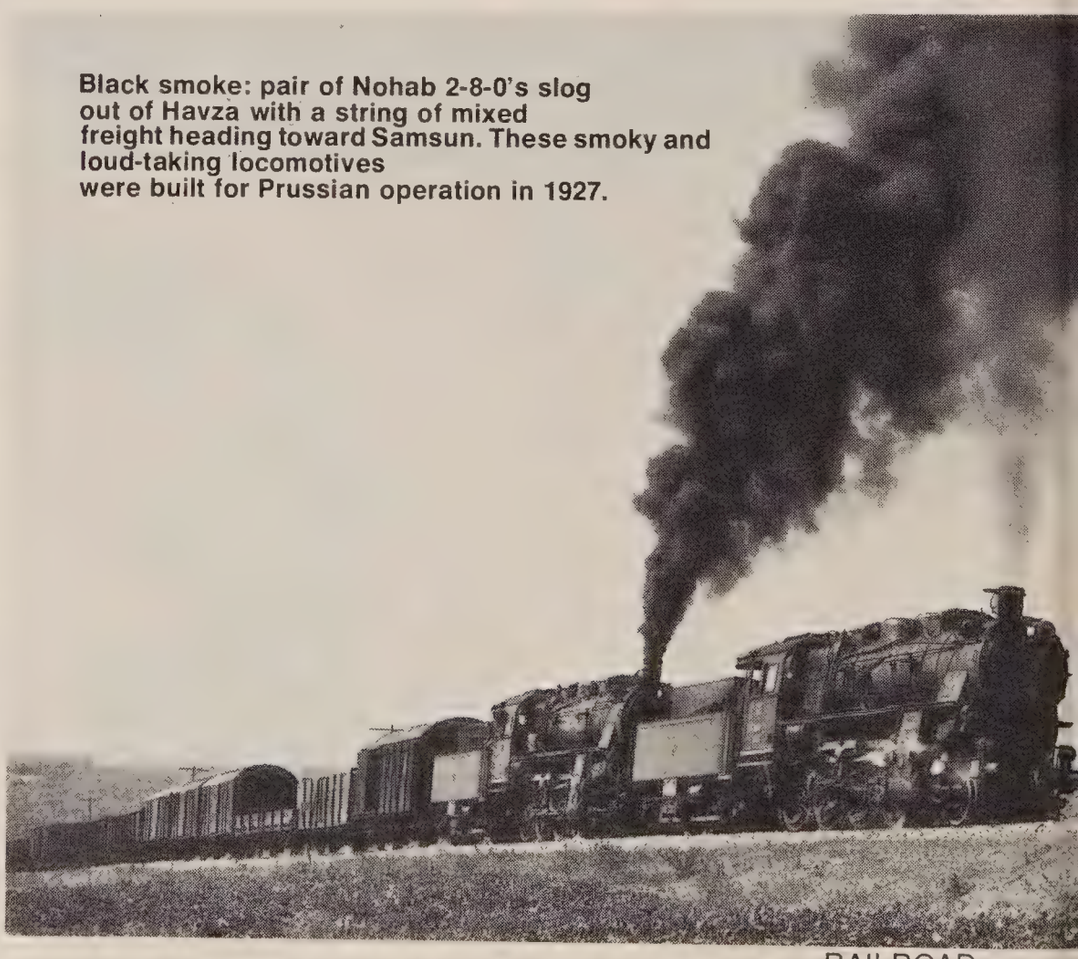
SMOKE DISPLAYS are no problem at all. A photographer's greatest worries are whether or not he'll get too much smoke and/or wind blowing in the wrong direction. A breeze coming toward you can send the smoky canopy drifting toward the sun, causing a dark shadow over the thundering locomotive and ruining your picture. It happened to me several times.

Both locomotives take water at Ismetpasa. Shortly after leaving this wilderness service stop, the train rolls south through Cerkes Canyon. Clinging to the edge of a cliff above a seasonal river bed, the shiny rails are made insignificant by the towering canyon walls. Morning and afternoon shadows are a problem in the cut, so the best time to catch a train with proper light is around noon. If you are lucky, as I was on one of four days I spent on this line, there will be a train at precisely the right time.

Here, the locomotives fight their way through the canyon, cross an arched bridge, slam into and out of a tunnel, and rumble over another arched bridge. All the while the exhausts from both steamers boom with echoes cannonading off the rocky cliffs above. Hot cinders rain down on the barren countryside, so that nothing grows there. I have yet to see a dolled-up domestic tourist road give the performance of big-time steam in regular service.

Near midnight I spotted the city lights of Sivas, the home of Turkey's largest concentration of steam power. The town was black and closed up. A poor homeless dog scratched on the cold cobblestoned street, seeking scraps of food. Despite the 40-degree temperature, a shoeless beggar slept curled up in a doorway. The monochromatic tone of this seemingly deserted city was broken up by the red political banners, some torn, which fluttered over head in the night's breeze.

Far off at the other side of town, a switch engine pounded out her lonely song and returned brakemen's signals with a shriek on her high-pitched whistle. I tried the locked doors of several darkened hotels before one opened and a cancellation provided me with a room for the night. The room had no heat and only cold water, but it was better than nearly freezing in the car's back seat. Quickly I cleaned my camera gear from the day's dust and retired.



Black smoke: pair of Nohab 2-8-0's slog out of Havza with a string of mixed freight heading toward Samsun. These smoky and loud-taking locomotives were built for Prussian operation in 1927.

A Henschel 2-10-2 and Baldwin 2-8-2 doublehead a freight out of Afyon toward Dinar. Cinders rained down on Mike as train just barely made hill.

THE CLATTER of horses' hooves clopping on the cobblestones beneath my room window awoke me at dawn. Weary, but anxious to get out on the tracks, I dressed and sought breakfast in the hotel restaurant. Apparently I was the first hungry guest of the day. The waiter and chef were still asleep across three chairs, and only a spotted cat stirred at my arrival in the dining room.

Once awake, the sleepy waiter answered "yok" (no) to my request for two eggs. Breakfast consisted of several thick pieces of cold stale bread, sticky honey, and a bottle of room-temperature cola drink.

Outside, passing a crowd of workers at an early morning street rally in front of a weather-pocked building, I drove toward the Sivas railroad station and nearby engine shed and shops. The ready tracks were jammed with steamy 2-8-0's and 2-10-0's. Beside the shed, a sad-looking deadline of old engines waited to be shopped or scrapped. Tankers and other nearly extinct classes were rusting away. You can't see some of these rare types anywhere else on the system.

Not having a photo permit, I walked straight to the loco shed master's office. He said in fair English that his instructions were to allow no photography at the depot. My color postcard gifts didn't move him. He finally volunteered to assign someone to take me around the steam facilities for a look . . . but no pictures.

I resigned myself to the guided tour around the repair bays and ready tracks, tortured by not being able to lens the 70 or more steam engines present. Grease-stained laborers were banging on the valve gears of locomotives—some still under steam. Other locos were having their monthly boiler wash. Thick columns of orange-brown water poured from the washout plug openings of an ex-London Midland Scottish Railway 2-8-0 of 1940 vintage. It was an impressive sight of a class 1 steam shop still hard at work in 1976.

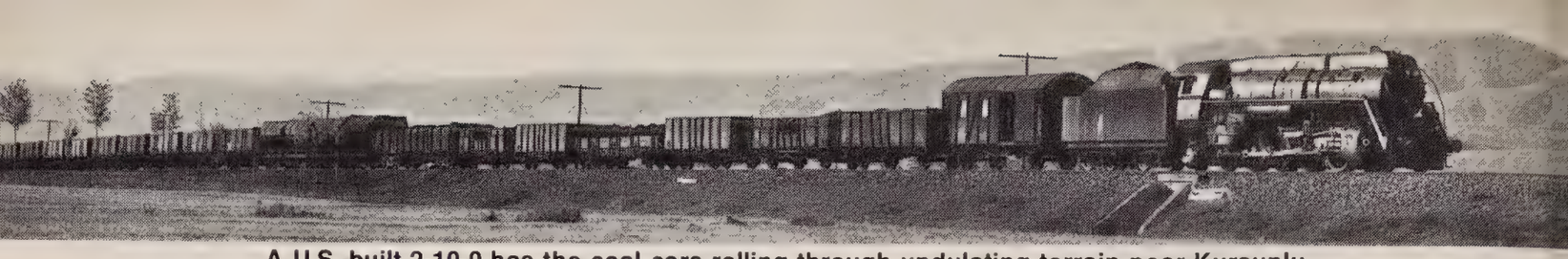
Just outside the Sivas city limits, a privately-owned 0-6-0T built by Krupp in 1952 switches a cement plant at Yapi. Luckily, the green tanker was making a pick-up on the TCDD mainline when I happened by. The crew waved and laughed as I bounded from my car, ran across the tracks to snap a photo of the locomotive on the sunny side, and then raced back to the car for a fast getaway. Shooting pictures near industrial complexes in foreign countries is risky business.

HEADING OUT along the route from Sivas to Samsun on the Black Sea coast, I found a freight waiting in a siding at Havza. The locomotives, a pair of 2-8-0's built by Nohab in 1927, were off the train, in the clear, taking water from an ancient standpipe. The train crew had gone across the dusty street to buy bread and cheese from a pushcart vender. Setting my cameras up around the curve from the station on the single-track main, I waited for action. Soon, an unscheduled troop train drifted downgrade with another Nohab 2-8-0, past the pair of Consolidations, halting at the station for water.

With quick use of my rented automobile I was able to backtrack and shoot the passenger outfit blasting out of Havza through a cut and then get back to photograph the doublehead freight beginning its assault on the hill to Samsun. Both identical 2-8-0's glistening black with red trim, were well cared for by their regularly assigned crew. I caught the laboring Consolidations six times on the paralleling road, as the train was well loaded and the grade quite severe.

One fireman stood out on the running-board, wiping the engine

Catalazi enginehouse near Zonguldak is usually good for ten engines. The wooden staircase is for workmen to climb to repair the shed roof. The Lima-built Mikado (left) shares the ash pits with Vulcan 2-10-0's, built in Wilkes-Barre, Pa., during the year 1947.



A U.S.-built 2-10-0 has the coal cars rolling through undulating terrain near Kursunlu.

as she pounded along. He probably wanted a cleaner boiler jacket for my cameras to record, and waved each time he passed me at trackside. Although the crew knew no English and I no Turkish, the men soon caught on that I wanted smoke. The two firemen seemed to delight in showering me with hot cinders from the erupting stacks. This chasing series produced some of the best action shots of my entire trip.

I believe that the most popular photographic spot for steam in Turkey is not the canyons, with majestic eagles soaring overhead, but strangely is in a putrid slum. Izmir (formerly Smyrna), the country's third largest city and my favorite, enjoys perhaps the most intensive steam commuter service in the world today.

Nestled on the Agean Sea coast, the one-time headquarters of the British-owned Ottoman Railway Company's Alsancak station stands today in shabby condition. Home of the first railway in Asiatic Turkey, the line ran from Smyrna to Aydin. Gloomy offices surround the two-platform trainshed which give forth four-wheel-coach commuter trains powered by loud-talking 0-8-0's. Long-distance passenger turns draw 1926 French-built Corpet Louvet 2-10-0's or 1932 Henschel 2-10-2's. On one such overloaded train I saw the two types doublehead.

LOCATED in the center of Izmir is the larger, more impressive Basmahane station—main office of the former French-owned Smyrna-Cassaba et Prolonguements Railway. This terminal is five times busier than Alsancak and is better kept. About one kilometer out from both stations, the two lines cross at right angles in a ghastly Hilal slum. The tower here is called Post B and at rush hour its operator conducts a type of "Russian roulette" with steam. About eighty steam movements a day pound across the diamond. Since some of the local trains only go a few miles out before returning tender-first, the same engines turn up repeatedly.

I spent one afternoon and the following morning photographing the crossing from various stances. At one point, the tower crew invited me up to see their levers and take high-angle photos of steamers banging over the diamond. The trick must have changed crews shortly afterward, because when I climbed the stairs an hour later and began setting up my tripod, the tower door burst open and a new man began physically pushing me down the steps backward, wildly shouting oaths in Turkish. Even the tower mascot, a three-legged dog, got the heave-ho from this zealous operator.

Railfans, particularly those from Great Britain and Germany, are a common sight at Hilal. I saw four Germans shooting steam during the two days I spent in Izmir. Even local slum inhabitants are wise to the attractions of Post B, and offered their own brand of Turkish delights. A shapely, dark-skinned, teenage girl came over fetchingly and propositioned me while I was filming an oncoming 2-8-2. I wonder how many visiting enthusiasts, if any, forsook steam to accept her womanly favors.

Not far from the center of town at Yesildere, the line from Alsancak station climbs between two hills, where every square yard of land is covered by little huts. At a distance, it is quite picturesque, with an occasional minaret pointing skyward. Each morning at five and at several other times during the day, a call-to-prayer is chanted from atop such towers throughout this Moslem country.

Once, following a futile four-hour attempt to find a hotel room in Ankara, I decided at nearly 2 a.m. to sleep in the car. I parked behind a darkened gasoline station for a quiet slumber, but didn't observe that I was also at the base of a mosque. At 5 a.m. I was figuratively blasted from under the steering-wheel by the cry from the tower. This modern minaret had stadium-sized, four-way loudspeakers placed strategically for complete auditory coverage of the area. Thereafter I was more careful where I parked for the night.

IZMIR IS the home of the sole 461-class 2-8-2's built by the Robert Stephenson works in England from 1929 to 1932. Rather dumpy in stature, these swift-accelerating Mikados are ideal for local commuter service. In two

days I photographed five of the six built. The one unseen unit was under repair at Izmir's Halkapinar engine shed, a walled impenetrable fortress. In addition to the allocation of 0-8-0's, heavy 0-10-0's still soldier on. I caught one hauling a Saturday morning troop train out of Basmahane station. TCDD thinks nothing of using a locomotive without a pony truck or engine truck for passenger service.

Leaving the steamers and hookers of Izmir, I headed north toward Soma and the famed Bandirma line. At the Soma engine shed I found a pair of American-built Middle East class 2-8-2's. The shed master was friendly and helpful. He had a Mike spotted for me to photograph. The engineer

A two-engine coal train roars out of Cerkes Canyon, powered by a pair of Vulcan 2-10-0's working wide open on the tough grade.

A light Mike hauls passenger train out of Izmir's Basmahane station crossing at Hilal.

invited me into the cab and I wore his driver's cap while posing for a self portrait at the throttle. It felt good to be on seatbox cushions again, looking at the hot gages.

These small but impressive U.S. Mikados often doublehead heavy coal drags up to Bandirma. As my time was short, I could shoot only one doubleheader consisting of a German Decapod and a Mikado hauling a troop train which I had photographed earlier in the day leaving Izmir. The dissimilar engines have different-size drivers, a fascinating sequence, beating their exhausts as they run for the first hill outside of Soma. I chased the pair for several hours while heading north to Istanbul.

In Turkey's most glamorous city, Istanbul, formerly called Constantinople, only an occasional 4-8-0, 4-6-4T, or 2-6-0 today runs into the Haydarpasa station with a local freight or passenger turn from Adapazari. Though every report I had read indicated that Haydarpasa shed was strictly off limits to railfans, I managed to talk my way in (not speaking a word of Turkish, it wasn't easy) and had a 4-8-0 brought out from the shadows for a picture.

As I was about to go, a Krupp 2-6-0 drifted into the enginehouse. Ironically, the same hostler who had run the 4-8-0 into the sunlight for me to take photos, waved his arms wildly for me not to shoot the Mogul. I managed to squeeze off a fast shot of her from the hip before being escorted out. When the Turks say one photo, they *mean* one photo.

All my experience with Turkish steam up to this point had been in Asia. Before flying home, I wanted to sample steam on the European side of the Bosphorus. Over there, the town of Alpullu houses some 455-class Consoli-

A Santa Fe and 0-10-0 take water at Dinar before leaving town on a triple-engine train.

Troop train climbs Soma hill on the Bandirma line with a German 2-10-0 and a Middle East class 2-8-2. The U.S.-built locomotive out-thundered the Decapod's mushy exhaust.

dations which I hadn't run across thus far in Asiatic Turkey. This 2-8-0 series was built by Schneider & Batingnolles in 1924. I caught one of the rare-class engines running light, in the hole for the much-publicized *Orient Express* from Bulgaria.

Later, I followed her to the home terminal at Alpullu, where a crew serviced her with obvious pride. They seemed to delight in showing me how to rock the grates to dump ashes and they grinned when I moved in with my 16mm camera to capture the steam workings. Nearby, an ancient 0-4-0T banged gondola cars around a sugar-beet processing factory. Since no other publication I'm familiar with recorded this saddle-tanker, I consider her a "find."

And now I present a complete roster of TCDD steam power. The first number on each line indicates the class, the last one tells how many locos that class has.

3301, 0-6-0T Henschel 1918 (9)
3311, 0-6-0T Nohab 1928-30 (14)
3328, 0-6-0T Esslingen 1897 (1)
3351, 0-6-0T Maffei f911 (5)
3401, 2-6-0T Borsig 1905 (8)
3411, 0-6-2T R. Stephenson 1911 (3)
3501, 2-6-2T Maffei 1909-11 (4)
3511, 2-6-2T Corpet Louvet 1923 (6)
3351, 0-6-0T Maffei 1911 (5)
3701, 4-6-4T Henschel 1925 (8)
5701, 2-10-2T Henschel/Jung 1951-52 (4)
34001, 2-6-0 Hanomag/Borsig 1911-14 (12)
34051, 2-6-0 Nohab 1930 (10)
34061, 2-6-0 Henschel/Krupp 1933 (8)
44001, 0-8-0 Prussian G8 design (38)
44501, 0-8-0 Henschel 1910-13 (9)
45001, 2-8-0 Nohab/Tubize 1927-35 (60)
45121, 2-8-0 Humboldt 1912 (10)
45151, 2-8-0 North British 1940 (20)
45171, 2-8-0 USATC S160 class 1944 (44)
45501, 2-8-0 Schneider/Batingnolles 1924 (16)
46001, 4-8-0 Henschel 1926 (13)
46014, 4-8-0 Henschel/Krupp 1934 (11)
46051, 2-8-2 Henschel 1937 (11)
46101, 2-8-2 R. Stephenson 1929-32 (6)
46201, 2-8-2 USATC Middle East class 1942 (53)
55001, 0-10-0 Prussian G10 design (48)
56001, 2-10-0 Henschel/Krupp 1937 (79)
46080, 2-10-0 built 1947 (37)
56117, 2-10-0 Skoda 1949 (50)
56201, 2-10-0 TCDD 1961 (2)
56301, 2-10-0 Vulcan 1947 (88)
56501, 2-10-0 Kreigslok 1943 (53)
56701, 2-10-0 Kreigslok 1944 (48)
56911, 2-10-0 Corpet Louvet 1926 (8)
57001, 2-10-2 Henschel/Krupp/Schwartzkopff 1932-37 (27)

You can find a very large national dump of steam power at Behicbey, nine kilometers from Ankara toward Istanbul. It is the second station out on the suburban line. As the locomotives are not stored in a military area, there should be no problem in visiting them.

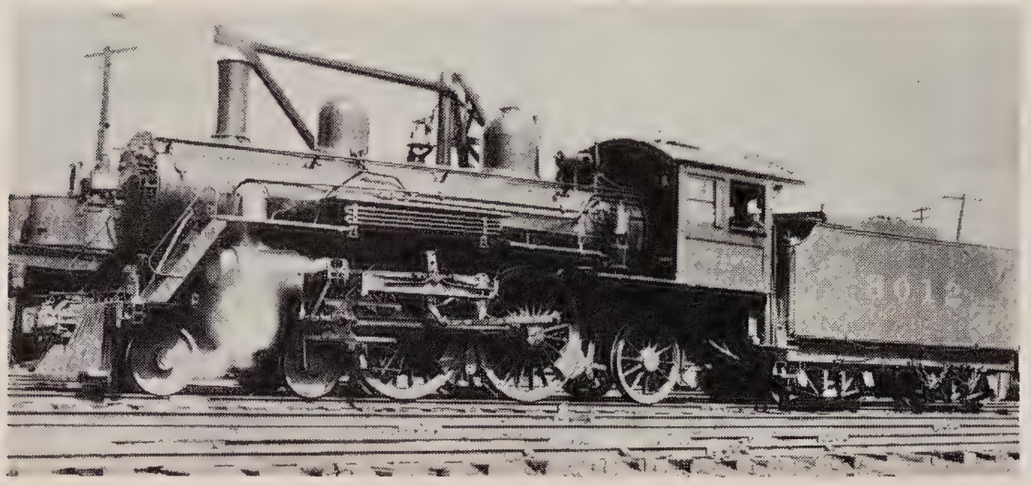
Altogether, Turkey's 800 steam locomotives carry on for the hobbyist to enjoy. Few places are left in the world where big-time, standard-gage, U.S.-built steam power is hard at work, often two to a train. Don't let the poor living conditions nor difficulty of land travel discourage you. For the real steamfan, Turkey is well worth any discomfort you are likely to encounter there. ●

Henschel-built 2-10-2 leaves Dinar on the point with a second Santa Fe and 0-10-0 fighting up grade around curve hidden by trees.

A French and German 2-10-0 team up to assault the big grade out of Izmir, hauling heavy passenger train that probably couldn't move with single loco.

Chicago, Milwaukee & St. Paul Baldwin-built Atlantic class A-1-A No. 3012. This is one of the roads that the author worked on during his colorful boomer days.

Collection of Gorton T.H. Wilbur



WANDERLUST

by Maxwell Swan

PART FIVE

WE WERE WORKING east out of Malden, Washington, on the Chicago, Milwaukee & St. Paul, in 1911, and had some heavy switching to do at some river town, either St. Maries or St. Joe.

We had a long string of cars to operate around a curve that broke onto the main stem at about where the station was. The work was at the far end of the curve, down near the docks, and the conductor and rear brakeman were out of sight at all times. Being on the head end, I was riding the top near the engine, trying to pass signals.

The "Q" in Chicago, especially in the lumber district, has about the most crooked tracks I ever heard of. You go down alleys and through people's kitchens. If you stray five cars away from the engine you might as well be lost on the desert.

But this river town was a lulu. Try as I did, I couldn't keep the rear end and the engine in view all the time. I'd catch a signal from the conductor, then gallop over car-tops until I came in sight of the hogger, give it to him, return for another, and skip back.

I didn't mind that, but I did fear the lag. It was my speed against putting the cars in the river. Only a week before, a couple of them had gone over the deep end. I'll spare you the old gag about the switchman who, letting a couple go into San Francisco Bay, casually signaled for two to replace them.

Caught short with a washout from the rear, I knew I'd never get into the engineer's eyesight in time. So in desperation I let out a powerful whistle-like blast from my lungs, which, being heavy and thick, had capacity. This whistle surprised the hogger, who couldn't see me, and he slapped on the air.

Then I got a go-ahead signal from the rear. I tried it once more. The gorge echoed with two mighty bellows from my lungs. The train moved ahead. Then, getting a stop sign from the rear, I let go with a single toot; and the hogger stopped.

This was it. No more running over cars. I stood like a lord on top of a boxcar in sight of the conductor and blew my lung whistle. Came a time when the runner didn't respond. I walked back. There on the station platform stood the agent with his glasses dangling, doubled up in laughter and one hand pointed up at me. Around him was a large aggregation of station loafers with ringside seats at the show.

It didn't strike me as funny. I wanted to find out why the eagle-eye wasn't coming through with the proper response. I soon saw. The guy was collapsed against the cab, laughing like a fool. I only hope one of those fellows is alive today and reads this tale and sustains me. Otherwise I'll never live down the sneers I'll get from readers who don't believe it.

There were a few featherbed jobs on the St. Paul. Of course, deadheading in the caboose paid a full day and it was okay if you could slumber over the whole distance—you'd be fresh for the trip back. Occasionally you caught a mainline change engine and crummies on the high iron. We were paid 100 miles, or ten hours, whichever came first, plus switching time at the terminals. If you got your train over in seven hours, you were still paid for ten (or 100 miles). But that rarely happened.

I can tell you of one time when it did happen—on a silk train.

YOU DON'T hear much about them any more, but a silk train caused as much talk years ago as did the President's special. For the silk hotshot was the fastest

thing on the line; it even had rights over all passengers. Its extremely rich cargo, valued in the millions, made the railroads and the insurance companies anxious to get it off their hands. Every stop meant one more exposure to highjacking and one more chance for a fluctuation in the market price of silk.

These trains were rare specimens. For that reason anybody who handled one bragged about it. I was lucky to catch the only silk special that hit the St. Paul road while I was there. Our brass hats knew for days ahead that it was coming.

As soon as the big Japanese liner docked at Seattle, guards and officials swarmed in. The train was already waiting on the dock. It quickly lit out with rights over everything. A Coast Division crew rushed it to Cle-Elum, Washington, where one of our gang took charge in a few minutes.

We, at Othello, had been called and were waiting at the gate when they roared in. We immediately changed engines and cabooses and, in the fastest time I ever saw, darted out like a streak of lightning. The silk was packed in six-wheel baggage cars for security and speed. Our engine was a big, powerful, long-legged, passenger hog.

With only four cars, I would rate a seat in the crummy, although I was on the head end; but the orders then were to be up in front to help watch the track. I was grateful for that ride, the fastest I ever had in an engine.

The high cab literally rocked from side to side. It was a near approach to flying. We wheeled the silk to Malden much ahead of schedule. There a fresh crew grabbed it and spurted off. I forget how long it took those trains to hit New York, but I'll bet they beat everything else.

Changing the subject, I recall the time a car toad, or repair man, was under a slowly moving boxcar. His shouts stopped me in a hurry and he crawled out, scratched up and mad as a hornet. I didn't mind that too much; he wasn't hurt and it was his own fault.

You see, he was repairing a brake-beam and had forgotten to put his blue flag out. Besides, who'd think of looking under cars for a dope who couldn't hear our engine clanking along?

So I was all set to blister this fellow when he got his breath after cursing me and the road. But I wasn't prepared for the female catamount roaring out of one of the bunk cars nearby. She was the victim's wife, a big husky battleaxe of about forty, and she gave me a tongue-lashing that hurts my ears to this day.

I tried in vain to tell her that he should have had a blue flag out, that otherwise no car whacker worthy of the name would ever get under a car. She replied that any gah-damn fool would know men were working on the cars there. This remark was unfair, inasmuch as I had to be familiar with about 300 miles of tunnels, switches, bridges, sidetracks, grades, and what have you. The woman got so abusive that I high-tailed it for the engine, with her at my heels; and I cut off and galloped away without the cars I had come for.

"You can go back and get them, Jack, if you want to," I told the conductor, "but I'll take my time before I do."

So we went without them.

ON ANOTHER occasion we were working a ledgerwood and a scraper to plow off dirt from flatcars into fills. Once a week end we wheeled into Cle-Elum to get a boiler wash and a belly clean-up. Our crummy was ahead of the engine, so we shoved it into the caboose row at the east end of the yard. Then, as we had the ledgerwood behind, with steam connections uncoupled, we intended to drop it down the lead. Coming out of the waycar track, I was between the engine and the ledgerwood, ready to pull the pin on the drop and ride the ledgerwood down the lead, handbraking it.

Somehow, we had forgotten to line up the waycar track back to the lead. My conductor was talking when I cut the crummy off. Perhaps he thought I'd stop and throw the switch. He followed the train on foot to the mainline switch and could have opened her. Anyway, she wasn't lined up. We took a big run with the ledgerwood. But instead of an easy drop just to get over the switch points and then shove it, we were going to give it momentum enough to keep her rolling for a full city block.

We made the drop all right, going like hell. Then the eagle-eye gave me slack to pull the pin, and the conductor threw the switch under our wheels. I really was busy then, getting the pin on and tightening up the hand-brake at the front of the ledgerwood—so busy that I didn't notice where we were going.

It was a Saturday night. We had just shoved our caboose barely to clear the lead track, which was pretty full, so that when we hit the curve into it we were only a few feet way. Any rail will tell you it takes a few seconds to orient yourself to a strange thing. My own thoughts, when we hit the curvature, were too slow and confused to help me.

The hogger, a wise old owl, saw the curve of cars and with instant reaction blew the danger signal, one menacing blast. That's where my training came in. Before I could think, I jumped, spread-eagled like a flying frog. Landing in the cinders on my hands and knees, I rolled over. Although I escaped being crushed between the ledgerwood and the caboose, I was not exactly proud of myself. It was the most ungraceful landing I ever made.

The ledgerwood struck like a battering ram. It mangled our crummy, but what it did to the whole caboose line was even worse. Dinners were scattered on the floor and a naked boomer was in a tin bathtub up-ended. In one minute the row of waycars reminded you of angry bees streaming from a hive. It was the longest five minutes in my life.

Strangely enough, after the first agonizing whelps, the gang calmed down. With true railroad brotherhood they must have thought of that old saw, "There, but for the grace of God, go I."

I WAS worried. If it hadn't been for that quick-witted hogger I might have been squashed to a pump. Something wrong here; I wasn't getting the breaks. I did not act any different from the way I had acted on other roads, yet I was getting some close calls.

The straw that broke the camel's back showed up one dark night when we were putting our train away at Cle-Elum after a long tiresome run from Othello. Maybe my senses were drugged that night. I was on the rear end coming into Cle-Elum. The con had gone over the train in order to drop off at the station, get the lowdown on where we might find a track, or tracks, to put our train.

As was our practice, this was all done on the fly without stopping the train, although the engineer would slow down going through the far west end of the yard. The conductor dropped off at the depot, which stood at the east end. Then he got the track line-up, came out, and caught the caboose.

Still fogged with sleep, I jumped down and went to the front platform of the caboose where he was standing. The train continued to roll. In all fairness to him, the skipper told me the proper tracks; but through some quirk, a mind still lost in Haywire Mac's Big Rock Candy Mountains didn't get it right.

Maybe I hadn't listened carefully because I was too intent on cutting off the caboose while the train was running. That was an almost insane practice. What you did was cross to the boxcar ahead, worm your way around, shut off the angle-cock to the train, give the hogger a sign to allow you a little slack, pull the pin, and highball him—all while the train was in motion. The caboose would go into emergency, due to the rupturing of the hose line, and would stop; but your train would go on to the west end of the yard.

That was about the worst approach I ever saw. The mainline ran on to an upgrade, as I remember it, for the climb to the Cascades; but the yard proper remained on level ground.

When you got the the west switch, the train would be sneaking upward and, I think, around a curve. I had to be on top, swing them down at the switch, clamber off, throw the switch to the west lead, go aloft again, and back them up. The head brakeman with his light just a distant spark, was up on top near the engine, passing my signals.

Backing down this lead, like going into a gully, I had to stop at the track. At that time the first three or four tracks next to the main stem didn't carry through to the west end, so you had a prairie effect there. I know now that the con had told me Track 7; but I got it as Track 6, so I bent the iron at 6, climbed up to the top of an adjacent boxcar, and backed them up, going slow enough to pick up the strays as we went along.

A DANGEROUS practice this was, because I didn't ride with the train to make the couplings as we went along, but stayed on the adjacent track boxcar. It was standard practice with us. This time luck ran out. Somewhere in picking up the odds and ends on the track, a coupling failed to make. When my conductor at the far east gave me a washout with his lantern, I stopped, realizing that I had filled out the track.

At that moment the uncoupled cars over-ran the lead. The conductor, probably expecting that, lined up the switch and let them roll out onto the east lead. So far, so good. Still I didn't have my track continuity right. I shoved what I thought was the next right track, but it was padded with strays and odds and ends. Even so, perched stationary at the west end, I shoved it. You can guess what happened. A coupling failed to click. The loose cars ran out onto the lead and cornered the other ones there.

I could tell from the dancing lantern at the east end that things weren't going so well. When I brought the engine around and saw the damage—which wasn't much, at that—I was so sore at myself and things in general that I galloped over to the station and resigned by wire. It was about three in the morning and a hell of a time to wake up the ham, nodding over his key, probably dreaming he was in bed with a beautiful naked nymph. The operator was that kind of guy. He gulped as I woke him.

"I've told you many times to leave that Othello juice alone," he said. "Quit kidding and go to the caboose and sleep it off."

I had a devil of a time convincing him that I was not drunk but disgusted. My pal on the head end came along and he, too, thought I had been nursing a bottle back in the caboose.

"You're a swell guy!" he said reproachfully. "At least you might have given me a drink out of it."

But I packed my duds. I was free as an eagle then. No caged bird ever sailed more exultantly out of its area than I did when the dispatcher wired me a pass to come to Malden for my money. Somewhere between Seattle, San Francisco, Los Angeles, and Chicago I lost the big stake I had made—but what the hell?

I HAVE WATCHED the changes come over railroading in recent years. For instance, I have seen the "snake," or switchman, once a bold adventurer with a personality all his own, replaced by the "company man," a good worker but stolid and prosaic.

And where today can you find a character like my old-time braking partner, the Kid? If the Kid, with his broad-rimmed Stetson and carefully tailored clothes, were to appear on a footboard today he'd seem like an apparition from the past. I look in vain on modern freight trains for the typical old-time dandies who broke in the days before the first World War.

Nor do I see the prototype of "Cupola Mac," who held down a rear end out of San Luis Obispo, California, on the Southern Pacific, and whose magnificence awed even the swanky bartenders along State Street in Santa Barbara. When Cupola Mac, his six-foot frame clad in fawn-colored clothes and his cherubic, pink, dignified face topped by a white Stetson, eased his resplendent bay window up to the bar, all other things dwindled into insignificance.

Old-timers of the Espee will recall this celebrity. For all of his magnificence, Mac was an excellent railroad man. I think he got his nickname from his propensity for sitting throne-like in the doghouse.

I also remember one of the most shameful episodes in my career. It occurred on the West Coast, where I worked after kissing the St. Paul road good-bye. We had come in light to Santa Barbara with the caboose and

engine from a week on a work train, to have the locomotive boiler washed. Dawn found us heading back to our work train at Naples, California. We'd been drinking a good bit that night. I think Cupola Mac was with us, but I'm not sure.

WE HAD a crummy with the beds laid along the car-length, and the fireman reclined there. I carried a gun at that time, for what I don't remember. Anyway, the fireboy, in a maudlin stupor, began to twit me on my marksmanship. The only things I had ever shot at were the rattlesnakes we dug out with a steam shovel.

"Why," he said, sticking a bare toe up out of bed, "you couldn't even hit that easy target."

Equally intoxicated I challenged this aspersion. "Hold it still and I'll show you."

Then I let fly. I was too reckless to realize that, from where I stood, his head wasn't far from the same place as his toe. How I missed his toe or his head, I don't know—they say the Devil watches over his own—but I put a couple of shots into the end wall, then a few ones through the end window.

Suddenly the con and the engineer burst into the car and wrestled the gun from my hand. One bullet had gone into the next car, where the hogger's wife and baby lived, and the woman had come out screaming.

Well, I left the town and the Southern Pacific in a hurry. The last I saw of the tallowpot, he was still waving his toe in the air, daring anyone to shoot it off. I hope he eventually got his wish. Both he and I should have been arrested or run out of town on a rail.

"Black-face" Holden was another man I remember on that division, for his immaculate presence and dress, as well as for his dark, handsome person. He looked like a doctor or lawyer. I recall him well for the courteous bawling-out he gave me when he caught me kicking a drawbar with my foot.

It was then I learned he had lost part of his own foot doing that same thing. He had been hospitalized, and when he came out he lost his rights as a conductor, but was given a job as a towerman. Later the Order of Railway Conductors got back his old job for him. I'll never forget his arm stealing across my shoulder and his voice, soft as a woman's, in my ear.

"Son," he said, "I lost part of my foot doing what you did. I don't want it to happen to you."

He wasn't the first nor the last skipper to bawl me out, but he was the only one to do it without getting a retort. For some reason, I was ashamed of myself and did not answer him back.

MANY YEARS later, in 1942, I again had occasion to visit California. I headed for San Diego to visit my son Lloyd, a sergeant in the Marine Corps, who had just come down from Alaska. Traveling via Espee along the coast and stopping off at my former stamping ground, San Luis Obispo, brought up old memories.

The conductor was a young, blond chap. I didn't envy him his job. The congestion was terrific on that line. I saw more high-powered freights go in to clear us than the Southern Pacific ever had in its palmiest days. Twice we were flagged and had to wait for them to drag into the clear.

The old line looked the same. There was no change at Point Conception, in that bleak stretch of country known as "the graveyard of the Pacific," where innumerable ships dashed themselves to pieces on its rocky promontory. The old familiar area fascinated me. I passed through Waldorf, where I had once been stationed on a work train, and where at night you heard the coyotes howl in the hills, cattle bells tinkle down the valley, and trains whistle going up the hill at Casmalia. But in 1942 Waldorf was no more. Just a slight mound of dirt to show where once it had stood.

As was to be expected, I found little trace of the gracious charm of San Luis Obispo. The quaintness that a few old-timers still remember had been wiped out by the modernization. I stood reflectively in the afternoon sun, gazing down the long street that ran from the depot to the town, looking in vain for the community I had known as a youth.

Here on every afternoon two trains had met, one from San Francisco, the other from Los Angeles; and in the little plaza the Pacific Coast narrow-gage had backed its midget train in to meet those of its big sisters. Here, too, the elite and the hangers-on of the town had gathered on the station platforms.

As I stood there in the year 1942, re-creating the past, everything seemed deserted—just hot sunshine and the same cool breezes playing around. Faces I had once known crowded up before me—dark-mustached men and slim laughing women—but only in spirit.

However, I did run into pay dirt there when I mentioned the name of Holden to the passenger conductor waiting there to take out the *Daylight.* He was a stocky dark fellow and his face lit up with that rare look that you notice when the curtain of the past is lifted.

"You were lucky in asking me," he said. "I believe I am one of the few men left who remember conductor Holden. He died sixteen years ago, God rest his soul!"

We stood chewing the rag until the train came in. Then we had to part, regretfully, I'm sure.

GETTING BACK to my boomer days, I bummed around the East for a while, railroading here and there, and eventually drifted to my native Chicago. Although I didn't know it then, I had a rendezvous with the cindery lead of the Chicago, Burlington & Quincy that would complete the cycle of coincidences with Haywire Mac, who was then, as near as I can figure out, hitting the footboard on my old job at Betteravia, California.

It was a cold, rainy, fall day in Chicago. The chill seemed to penetrate your very bones. I had to find a job for the winter. Entering a gin mill, I gave thought to the problem while I soaked up warmth and enjoyed a bracer, some beer, and a little lunch. Things were so cozy that I was reluctant to leave.

A fellow came in and stood beside me. I sized him up, correctly, as a boomer switchman. After I had broken the ice with an offer of a drink, the snake loosened up.

He proved to be a floater, all right, with a record that any good yardmaster would have loved like poison ivy.

"Shall we give the Q a whirl?" he asked as we chewed the fat.

I gathered that this pike was the only one in the city where he wasn't *persona non grata.* Silently I thought the Burlington Railroad would have to be pretty hard up to take the likes of him.

"Okay," I said. "Are they hiring?"

"They're always hiring and they're not too damn particular."

That remark made me thoughtful. Not for nothing does a yard get into that sort of situation. I wondered what the lay was. One thing I decided: I'd hire out under a fake name—so as not to get my record messed up. In such a garden you never know what will happen, and an innocent lad might find the cards stacked against him.

My new pal and I barged into the office of Magner, I think his name was, the general yardmaster of the Burlington's 16th Street yards. I felt I had made a good impression, until Magner observed I had come with the odoriferous boomer. Then his face froze, but he hired us both just the same, probably with some misgivings. He must have guessed we were both "under a flag."

I caught a night job pulling pins on the east lead in the foreign yard. This stood at the lower gradient of the garden and we had to kick the cars uphill. In this place they used left-handed engines, the hogger being left on the left side, head on, because we did our switching from that side.

WORKING THAT lead wasn't like a yard on the level or downhill, where you gave them a gentle kick. Instead, the string came at me like the proverbial bat out of hell. I was hard put to catch them, pull in the pin, drop off, then grab the next cut on the same run.

There was practically no stopping between cuts. The hogger was far enough down the lead to keep them coming, like bologna rolling out of an automatic slicer. As a new man, I don't know whether or not I was being given the works, but I found it tough going.

To top it all, the weather was raw and sleeting. My gloves were so wet that each time I grabbed a car ladder, water squeezed out of them and slowly trickled down my armpits and the sides of my body. This was not exactly fun. Each time we pulled a new track I let the engine stand against the string. While the foreman and the field man went down the track, chalking up the numbers so I could make my cuts, I dove into the shanty for a little "spot." It was nice in there. A cheery fire burned in the stove. I noticed a husky switchman sleeping on a bench, killing a little time.

About 11:30 that night I was fed up. I had been around sufficiently to know that this kind of labor was not the usual thing. I had been in yards where the crew would cut you dead for all this running. I realized, too, that the rank and file of switchmen couldn't have jumped fast enough for all the moves I made.

Pulling pins in such a yard was the lowest type of work I ever did. Strings of emptys were shoved in by the hours, cars belonging to every road imaginable. These, as I remember it, had to be classified and returned to their owners. The crew foreman would walk down each string and chalk the track number on the car sides. You simply rode them and cut whenever the scenery changed. The field man who went along with the foreman in chalking them down would have these changes in sequence and would move up and down the lead, herding the cuts into their proper channels.

The foreman carried these sequences in his head or on a card. He would do the signaling and would get the proper momentum on how far they had to roll. The pin-puller's lamp, instead of being employed to give signals, was inactive. You used it only to shed light on your work and in case of accident.

SO, AS I SAID, I soon grew weary of this. I purposely missed a cut or two, then swing down the engineer with a wide arc of my lamp. An experienced man knew how to express a mood with his glim. Looking down the lead, I could see the foreman's lamp dangling motionless and I sensed he was watching me. He must have known that I was snatching the play away from him.

So I took to swinging down the eagle-eye after each cut, then slowly backing him up. In retaliation he insulted me by whistling three blasts each time I backed him up, and two for each forward move.

This treatment I resented. Being sturdily built and well versed in the art of self-defense, I waited for the foreman to come up so I could wrap my lamp around his neck. But he kept his distance.

Instead, a silent shadow slinked up to me and said: "I'll take 'em now, buddy."

It was an old head, the man I had seen sleeping in the shanty.

"Why didn't you wake me?" he wheedled. "I'm your partner on this lead."

Then I saw red. This guy had been standing me up all that time. The work I'd been doing was a two-man job—either that or else I was being rawhided. You expect to be knocked around on a new job, but I had gotten more than my share.

"This is a hell of a time to tell me about it," I said in a loud voice, "and that goes double for the yokel down there swinging the lamp."

If the foreman heard that crack, he ignored it. When we met in the shanty for lunch, he glared at me balefully. That was my moment. I stared back at him until his eyes fell. It was his move now and he couldn't make it.

Anyway, I guess he turned me in, or that was just a one-night job. I soon caught a number of transfers—trains to be taken to other yards in the Chicago area—and miscellaneous yard jobs. The transfer to the Chicago & North Western was especially miserable. You ran down over the Chicago River, out on top with the cold wind off the lake stabbing at you while you backed in. I wasn't getting along very well.

I got the lay of the land on the first night. The yard was one of those divided "snake-stringer" affairs, some of each, with hostilities a plenty.

For the benefit of those not familiar with the term, I will say that switchmen are called "snakes" because of the serpentine letter "S" on membership buttons of the Switchmen's Union of North America, while "stingers" are trainmen, so called from the initial "B" (a bee stings) on membership buttons of the Brotherhood of Railroad Trainmen.

In this controversial yard you didn't know who your friends were. I could see the hand writing on the wall. One night we passed a transfer job coming in. On top of a freight car, dimly illuminated by the feeble light of a lantern, was my disreputable boomer friend, wet to the skin, sitting there dejectedly.

I called across. He raised his head and then slowly drew his hand across his throat. That gave me a tip-off. I think he quit that night; I never saw him again.

THEREUPON I caught a day job; but before I cut over, I landed a jewel of a night trick. A foreman didn't show up and his field man took charge. Being on the extra board, I filled out the crew, following the engine. This field man was the closest approach to a slum rat I ever saw. He had worked nights so long that his eyes blinked in daylight.

We went down to the Union Station to switch a passenger train or two. He and the new field man needed some liquid refreshment to celebrate the absence of the foreman. The problem was how to get it. Rule G was pretty tough then and the yards swarmed with railroad dicks looking for switchmen going down the embankment for a slug.

"I'll get it," I volunteered. "I'm about through here, anyhow."

"You're a pal," said the erstwhile foreman, whereupon he and the engine crew made up a pot.

"Leave your lamp here," the foreman called to me as I struck down the embankment."

"Hell with them!" I said.

We switched along Canal Street, and by the time we finished we were all pretty well jingled. As we started back to the Western Avenue switch shanty, the hogger got noisy.

"Think you are a switchman?" he insulted the foreman. "Why, if I didn't take it easy all night, you'd have fallen off a dozen times."

The foreman bridled up with drunken gravity, "I'll stand on the sand dome and you can't shake me off."

The throttle jerker chuckled. "You couldn't even hang onto the footboard."

"You'll have to prove that," said the foreman.

He went to the cab gangway. The hogger slowed down and the foreman caught the rear footboard. The field man and I joined him.

Then the fun began. The engineer pulled her tail until sparks showered out of the stack. He slammed her back and opened up again. The first crash caught the foreman off guard; he lost his grip and clung by one hand. I helped him back on again, his feet scuffling over the ballast.

Then began a hectic parade from Canal Street to Western Avenue, the yard goat snorting and bucking and showering sparks. The foreman lost his lamp and got a bloody nose from a bump against the boiler head, but he grimly hung on. Up in the cab I could see the hogger whooping it up like a maniac.

The field man soon learned that when the runner pulled the engine out from underneath us, if you kicked up your heels at the same time your body would stream out behind you like a kite. The people along the right-of-way must have thought Vesuvius was erupting, or something like that, from the geysers of sparks that came out of the stack.

If it had been daylight, they would have seen an engine giving a bucking bronco lesson, while three rails hung onto the grab-iron, kicking up their heels like frisky colts. It was a wild journey. By the time we hit Western Avenue, we were all well blown.

IF ALL the night jobs on the Q had been that good, and every crew like that one, I'd probably have stayed there. I hit the day shift for a while. We switched industrial plants, working so close to kitchens that I could have reached in and grabbed a sandwich off the table.

I remember faintly only one other similar place, down on the waterfront of Chester, Illinois, along the Mississippi on the Missouri Pacific, but I'm not sure. Tracks cut so close to the front porches of a couple of houses there that you could have dropped off a car right on to a settee.

Anyway, I caught some tough assignments on the extra board. Every day I faced a different line-up. By and large, the lumber district along 22nd Street seemed the worst. I don't mind an industrial section that travels right along, even if it has plenty of sidetracks, or a yard that appears to have some sense to it, but the lumber district topped them all. It was about the most confused maze I have ever seen, like a snake trying to swallow its own tail, like coming out of the place you just went into.

This mystification may have been due to the fact that along the line somewhere—maybe at Halstead Street, where you coupled up a car—you turned around and there, in the family entrance, a benevolent gentleman appeared and traded you a big slug of red-eye for a quarter.

One cold morning I lay in a warm comfortable bed. I was due to report to the yards at Clyde and pull pins all day on the lead there. Outside, I could see the snow swirling down, so I turned over and went back to sleep.

That was the finish on railroads for me. I was through with them. When I woke in the afternoon, I surveyed the situation. It seemed my string was running out. Like the grasshopper in the golden sunshine of summer, I had frittered away my chances. I would have to start again at the bottom. Buses and trucks and private automobiles were coming in, competition on the extra board thickened, and the possibilities of supporting yourself as a boomer became increasingly slim.

Mexico was for the Mexicans; few Americans there and no more, thank you. The tropics had become stabilized, they didn't want any more adventurers like Lee Christmas running around, and upsetting governments. So I had to look elsewhere.

I turned to that Toonerville known as the West Towns Rail-

road. In my early youth this was a high-speed interurban, running on ball rails, from the outskirts of Chicago west to La Grange, Illinois. The cars were ungainly brutes, but they could travel.

Well, I had a chance to go running there. It wasn't a bad job. The double-tracked line went down the main street of Cicero, Illinois, then wandered out over hill and dale, crossing a river and a railroad track.

In the golden days of Sunday picnics a couple of little open-air dinky trailers were hooked on to take care of the lovers and other people who went out to the groves along the DesPlains river. These, I believe, were the last open-air cars in the Chicago area. If I'm wrong, maybe Steve Maguire will correct me.

In a way, it was a soft berth where I could sink down and vegetate into eternity. But now I was married and had a family to support. I hadn't done them much good by bumming around the railroads and didn't want to penalize them further by making them exist on the low wages paid by the West Towns line.

The El, another plush-lined berth, was even worse in the matter of pay. The guards, where you had to start, were about the lowest-paid workers of any group in the city, and the motormen got very little more. So I quit the iron trail of my youth and went into business.

OUTSIDE of the Toonerville, practically the only railroading I've had since then was traveling for the company I worked for. But the run to New York seemed standardized and not so different from a trip to the city on the El. Sometimes, though, there was pay-dirt, like getting into the back reaches of Connecticut, or riding the Lackawanna through the Poconto hills.

I've never forgotten a journey to Chattanooga over the famous "Rathole" division of the Southern. The tunnels come so fast that the crew doesn't bother to douse the glims in the cars.

It is generally admitted that a rail, or ex-rail, carries the love of rolling wheels with him till the end of his life. Often in the still of night, while in bed, I listen to the train whistles of roads going out of Chicago.

I can visualize in my imagination practically every move they are making. With two blasts the engineer tells the hind end that he is ready to go. Then he gets the highball, so he whistles two short blasts, meaning "I understand." I know when he is being flagged; his whistle calls out a flag to protect the rear end and then calls him in.

Years have passed since I've seen a drop, or flying switch. This usually took three men, one to pull the pin, another to throw the switch between the rolling engine and trailing cars, and a third to ride the cut. Yet in my time, the ambition of many a rail was to make the drop all by himself.

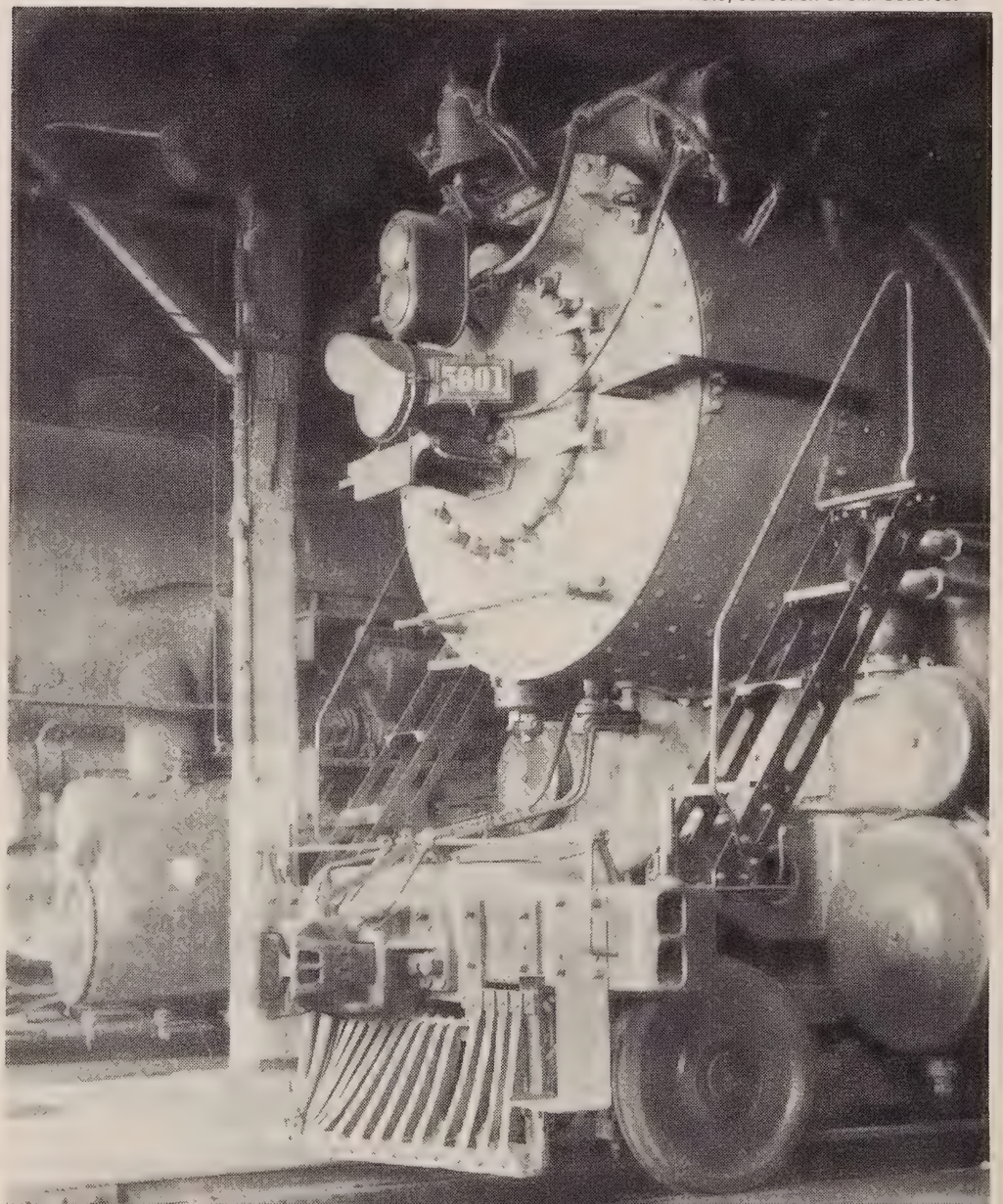
That was one for the book. You'd back up a block, stand on the engine stirrup, and give a highball. When they got rolling you'd call for slack, pull the pin, ride the galloping engine ahead of the rolling cars, and drop off at the switch while she kept going, to keep out of the way. Then you'd "bend the iron" under the moving cars, grab them as they wheeled by, and brake them.

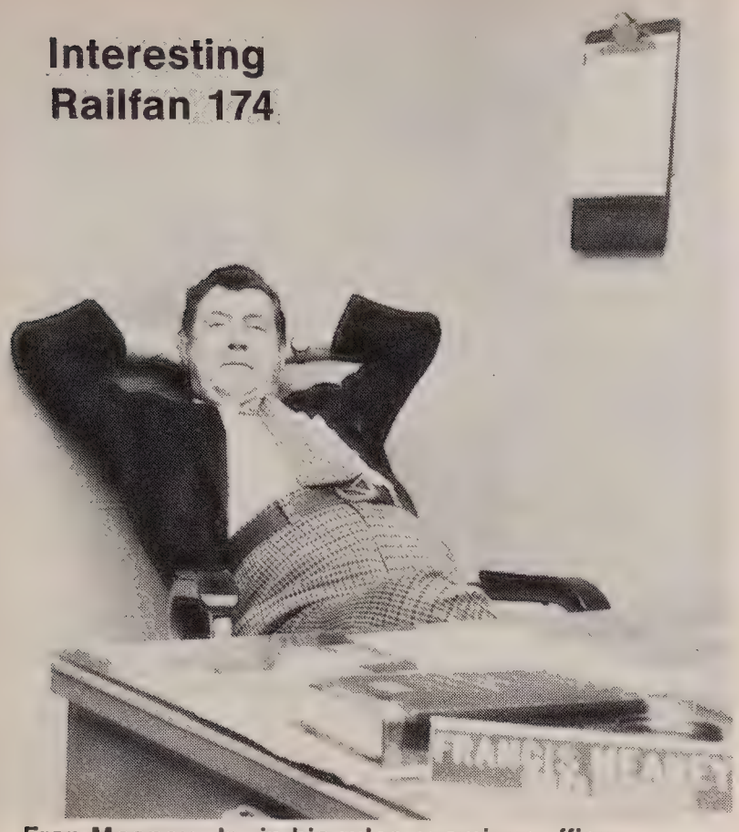
Well, this seems to be the place in my story where the road forks. I've been back in the railroad game writing this partial autobiography; but now I take leave of my old pals, the boomers.

Will the boomer ever come back? Only when the Big Rock Candy Moantains become a reality; when lemonade flows from springs and cigarettes grow on trees. Also when there will again be a pagan Mexico where any rail who has earned his spurs in the States can go south of the border and be a demigod, running trains, with the laughter of a black-eyed senorita in his bed and maybe a chance shot in the dark to nick his Stetson. ●

Chicago, Burlington & Quincy 4-8-4 No. 5601 slumbers in enginehouse.

Photo, collection of Jim Seacrest

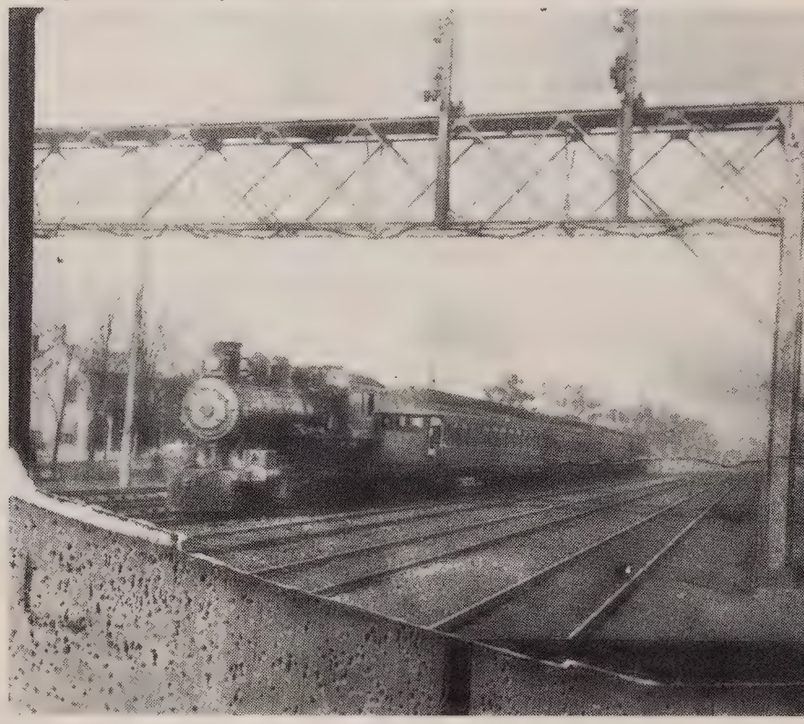




Fran Meaney, Jr., in his rules examiner office.

T.E. Lipani, 1052 Turnerville Rd., Pine Hill, N.J. 08221

Pennsy Class D-16 at Princeton, Jct., N.J., summer of 1908. His grandfather pulled trains like this fast varnish.



Francis E. Meaney, Jr.

by FREEMAN HUBBARD

I FEEL a kinship for Francis E. Meaney, Jr., president of the National Association of Timetable Collectors, because, like myself, he came from a Pennsylvania Railroad family and his birthday, April 20th, is the day before mine. However, he entered the world at Jersey City, N.J., in 1922, while I am a native Philadelphian of earlier vintage.

But this is *his* story, not mine. His grandfather John Meaney was promoted to engineman in 1881, at a time when steam power seemed like the Rock of Gilbraltar; and when the old hogger died the last day of 1919 he was pulling such name-trains as the *Congressional Limited* and the *Havana Special* between Manhattan Transfer, New Jersey, and Washington, D.C. He also operated powerful DD-1's between Sunnyside Yard and Manhattan Transfer.

All three of his sons were Pennsy employes with 40 or more years of seniority. John, Jr., was in engine service. Joseph was a freight conductor. Our hero's father, Frank E. Meaney, Sr., was a crew dispatcher and later a supervisor of passenger train operations. Thomas J. Casey, a maternal uncle of Francis, was a Pennsy chief crew dispatcher, retired since 1971. The other uncles worked mostly in yard service.

True to his heritage, young Francis is a railroad man, specifically a rules examiner at New York's Penn Station. His own son, Rodger, is a fourth-generation railroader, an engineman on the Port Authority/Trans Hudson line (PATH).

With such a family tree, you might think Francis would automatically become a railroad hobbyist; but it took Edward F. Gardner, now a leading timetable collector and author of several books, to get him into it. As a boy, Francis lived at Metuchen, N.J., near the Lehigh Valley's Perth Amboy branch and the PRR station. He and Ed whiled away many happy hours watching, hearing, and smelling the long eastbound coal drags that rumbled over the gradient through Metuchen, often with two hard-working Mikes or a Class T on the head end.

They also enjoyed, until 1934, the gas-electric "doodlebug" that ran between Perth Amboy and South Plainfield or at one time into the Pennsy's Exchange Place depot in Jersey City. Another of their pastimes was pedaling bikes three miles each way to the LV mainline at South Plainfield to view and photograph the passing trains.

Our hero's first engine photo shows PRR 4-8-2 No. 6739 rolling westbound thru Metuchen, N.J., Aug. 12, '35.

ED RECALLS: "Francis and I have been friends since early childhood. Both of our dads were Pennsy men and we came to love the Pennsy. Together with John Brinckmann, Jr., who also lived on our street in Metuchen, we issued the *Railroad Journal* from 1937 until World War II. Another friend, Louis Goodwin of Northfield, Conn., repairs clocks and has one of the finest timetable collections in America. On one visit, while Francis and I were looking at his timetables, we were greeted suddenly by the chiming of many clocks that were being repaired. It was like a choir of nightingales.

"In 1937 we rode to Buffalo on a Lehigh Valley train and then went to Niagara Falls, where we toured the Shredded Wheat factory not once but several times. They gave us a free Shredded Wheat breakfast each time, and as we were kids this was fun."

"Despite my Keystone Road background," Francis tells me, "I found the Valley more exciting than the Pennsy and I traveled over its entire system, riding engines, freight and mail trains, and the famous *Black Diamond*. For several years I often hung around the Pennsy ticket office at Methuchen, pestering agents Rufus Renninger, Ms. Hannah Reeder, and Teddy Haas and salvaging ornate system timetables from the trash can. At the same time, members of my rail-oriented family gave me timetables and passes for travel."

In June, 1935, he bought his first copy of our magazine, then briefly called *Railroad Stories,* and quickly joined its International Engine Picture Club, in which his first listing was printed the following January. This magazine was a major factor in developing his hobbies. Its fiction stories led to his dream of becoming a signal tower operator some day. Other literature such as operating books issued by various roads played a further role in turning the kid into a zealous railfan.

Before his ninth birthday he made several trips to Jersey City to visit grandparents. He recalls riding Pennsy type P-54 coaches drawn by E-6s or G-5s, with the occasional surprise of finding a K-2 on the smoky end. In 1935, after he had adopted *Railroad Magazine,* he acquired his first camera, a size 116 folding unit, from his Aunt Katherine, who later became his guardian on many train-watching safaris to stations within easy riding distance of her home in Jersey City. The first railroad picture he ever took was on the PRR mainline at Metuchen. In those days, happiness for Francis Meaney was a roll of black-and-white film that cost 35 cents.

Often he shot photos alone and sometimes with Ed Gardner. His favorite subject was the head end of a steam-powered train in action, preferably with a signal tower, station, signal bridge, coaling station, or other trackside installation. In 1938 an Erie special agent apprehended the two lads in the yard at Port Jervis, N.Y.—they had no permit to visit it—and threatened to destroy their films. With some trepidation, they conviced the "bull" that they were harmless. He then ushered them off the property, with the films intact.

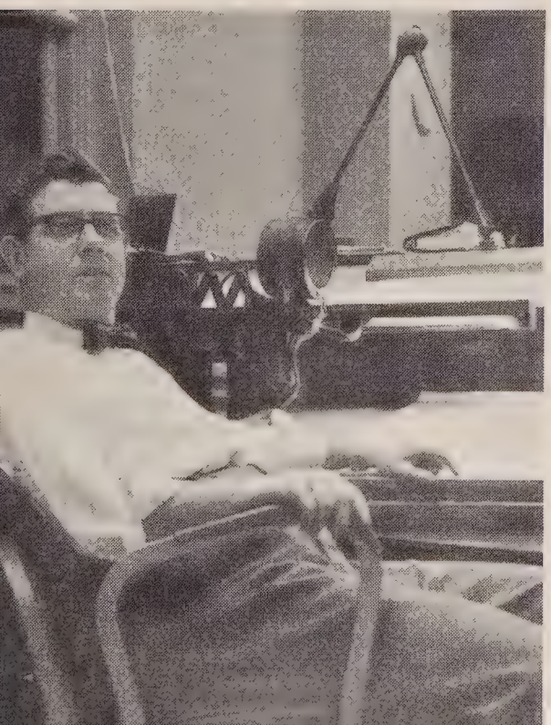
ACCORDING to our *Interesting* Railfan's father, Frank E. Meaney, Sr., who lives in Point Pleasant, N.J., he was a boy with a studious nature who almost invariably had good marks in school.

"My son was meticulous in his undertakings," the old man says, "and not one to permit a detail to be completed unless it met his high standards. During his youth, he seldom lost an opportunity to go to the Metuchen station to take photos and sit there for long periods watching the trains come and go. Whenever he heard an engine blowing for a grade crossing he'd run over to the track, even while we were eating at the dinner table, to observe her.

"At age 15 he wanted to ride in a steam locomotive cab. Through a division superintendent whom I knew at Indianapolis, he was given such a ride on train 31, the *Spirit of St. Louis,* from Indianapolis to St. Louis. It was a thrill he never forgot."

Francis's dad began his own railroad career in 1915 as a messenger at Penn Station, a terminal so vast that Mark Twain once said you needed an Alpine guide to find your way around in it. During the second World War, Frank, Sr., programmed all military movements in the New York area (Army, Navy, Marines, and Coast Guards), issuing instructions for each 24-hour period to a total of 51 individuals handling the movements.

These instructions were listed as confidential. Each was designated by 'main' numbers, never by service or units involved. Each covered the operation of special trains, sometimes as many as 10 or 15 scheduled for different departures from Camp Kilmer, N.J., to the Jersey City terminal, from which troops were transferred to ferry-boats and taken to shipside at the Brooklyn Army Base.



(Left) Fran as a train dispatcher in Penn Station, New York City, in December, 1964, working the district from County to Holmesburg Jct. (Bottom) Son, seaman Rodger G. Meaney, on duty, Christmas, 1964.

One of the famed Pennsy GG-1's, 4821, on train 304, at Metuchen, N.J., December 17, 1938.
Photograph by Francis E. Meaney, Jr.

One year before the "I do's," Lillyan B. Honulick enjoys a summer day at Point Pleasant, N.J., in 1943.

"After the war," the senior Frank says, "my duties required the programming of extra sections of regular trains and extra equipment (sleepers, parlor cars, and coaches) to accommodate the extra travel by the public."

When mainline steam vanished from North America, Francis lost interest in shooting railroad pictures; but he still likes to look at them, including diesel shots and human interest in magazines and books.

"I enjoy rail-girl photos," he says, "such as those by Virgil Staff and poses of Yvonne Yahnke and so on, which partly replace the lost glamor of steam. The pix I have taken myself leave much to be desired, but I am rather proud of one I made in 1940 showing Pennsy E-6 engine 1321 on a Christmas mail at Metuchen. Ah, those were the days!"

FRANCIS is a healthy six-footer weighing about 175 pounds. His hair is brownish blond—no gray yet, even at age 55!—and his eyes are blue. He impresses me as a handsome, good-natured Irishman with vigor and mental acuity, smartly clad and impeccably groomed. His face is one you can trust.

Within a week after graduation from high school in 1940 he headed for a railroad job with the singleness of purpose of a greyhound turned loose to chase a rabbit. He hired out to the Pennsy, of course, as a student block operator on the former New York Division for 72 cents an hour. (That, for my father in his early days would have been big money. Dad went to work for the same railroad in 1895 for $40 a month, payable in a lump sum. The monthly payday in our family was such a joyous event that we had the equivalent of twelve Christmases a year, one with every 40 bucks.)

Due to the critical need for train dispatchers during World War II, Francis was promoted to that job in January, 1945. He worked as an extra DS until March, 1947, then was assigned to compiling employes' timetables for the New York Division. In July '64 he returned to train dispatching. Then in January '68, with the pending merger of Pennsy and New York Central, he switched over to operating rules, a subject which fascinated him. Ever since, he has been a rules examiner, first with Penn Central, then Conrail, and now Amtrak, all the while in Penn Station.

"My first recollection of Francis Meaney was in the fall of 1964," writes E.S. McKeown of Duncannon, Pa. "We both had second trick dispatching jobs. The division board was then at Holmesburg on the Pennsy main steam. I worked in Philadelphia, he in New York City. Every evening four westbound trains sped past

Fran and Lillyan's wedding day, May 27, '44. Best man was dispatcher.

Daughter Doreen on wedding day.

Erie Pacific No. 2726 on train 62 at Port Jervis, N.Y., Oct. 16, 1937.

Photograph by Francis E. Meaney, Jr.

Holmes within twenty minutes.

"Other dispatchers would put the *Broadway Limited* down track 4 behind a clocker that stopped at Torresdale, and the *Washington Express* on track 3. (A clocker is a train that leaves its terminal on the hour or half-hour.) The *Broadway* had preference, so I had to switch some of these trains around Holmes or Ford to have them properly tracked at North Philadelphia Station. But Francis knew the railroad and always had the trains on the right track, which made it easier for me. When I would talk to him ahead of time, he'd say: 'Tell me how you want them and I'll do my best.' He was a great guy to work with."

One day McKeown was talking with an old operator in Fair tower at Trenton, N.J. The conversation got around to Francis, and the old brass pounder said: "He'd go into a tower to qualify, look around, and in no time flat he was throwing levers; and in a few days he'd be running the job. He was on the ball."

FRANCIS MEANEY quit railroading for a few months in July '41, but was lured back to it inevitably, like a magnet drawn to steel., in March 1942. During the hiatus he held several menial jobs. One was in the transportation office of Raritan Arsenal at Metuchen. Fortune smiled on him there, for it led to his meeting and falling in love with Lillyan Bernice Honulick, a charming green-eyed blonde of Hungarian descent who was employed there.

At that time he was 19, she 17. They were married on May 27, 1944, in the closing days of the war. They have two children: Rodger in 1945 and a daughter, Doreen, in 1946. Another member of the family is a tiny pedigreed black poodle named Sam. They live in Metuchen at 21 Willow Road.

"One day, before we were married," Lillyan tells me, "Francis invited me on a train ride. Well, I had never ridden a train, so I put on a white dress and shoes with white heels to make a good impression. But our big adventure included walking through railroad yards and climbing on trains. I didn't look very chic on the way back.

"On another occasion we rode a train, he in the steam locomotive cab and I in a coach. I was conversing with another passenger but did not mention my husband. When the train stopped at a depot Francis came in to see me. He wore goggles and an engineman's bandana tied around his neck and his face was black with coal dust. My seat-mate inquired, 'Who is that fellow?' and I replied blandly, 'I don't know.' "

Last August Lillyan accompanied her husband to Kansas City, Mo., for the NAOTC national convention.

"We were in our bedroom on Amtrak's *National Limited,*" she says. "Francis decided it was martini time. He went to the diner for some ice, but was told there wouldn't be any until we came to St. Louis, where the car would be restocked. When he got there, he couldn't find any place to buy ice cubes. Meanwhile, the car was being restocked. He saw a fellow with a heavy bag of ice cubes and wanted to buy some. The fellow said he wasn't allowed to accept money, but generously gave Francis the whole 50-pound bag! What can you do with 50 pounds of ice cubes in a bedroom? We finally put them in the sink in the lavatory and then moved into another bedroom, which was unoccupied."

Returning from the convention, the diner developed a hotbox and had to be set out in Indianapolis, recalls Richard S. Clover, the Association's general counsel. "Result, no food—and I had a healthy appetite. But Francis was equal to the occasion. Producing an enormous suitcase filled with Kansas City delicacies, brought along for himself and his wife, he kindly shared it with me. He must have a sixth sense, or maybe a guardian angel gave advance warning of an impending famine."

OUR HERO began taking an active interest in timetables at age twelve. He is now president of the National Association of Timetable Collectors. This group was founded in April, 1962, through *Railroad Magazine.* We had printed a request by Howard Sanford that anyone interested in operating timetables should contact him. The response was good. Soon the Association was launched and began publishing pertinent information in a newsletter.

NAOTC now has about 500 members. On May 21st this year it is having a railroadiana show and sale at the Howard Johnson Motor Lodge in North Hollywood, Calif.; and on August 11th and 12th will hold its annual convention in Hamden, Conn. Details may be had from Carl Loucks, co-chairman, 199 Wayland St., Hamden, Conn. 06514.

"With the aid of old timetables," Francis says, "you can take trips in your mind to all the places where passenger trains used to run and where, in very many cases, the stations have been razed or converted to non-railroad usage and the tracks torn up."

The timetables most in demand and selling at the highest prices are those of the Colorado Midland, which was abandoned in about 1915, its rails being sold as scrap iron to the Japanese for military use. Part of the CM's glamor can be traced to the space which *Railroad* devoted to it in fact articles, pictures, and fic-

tion stories

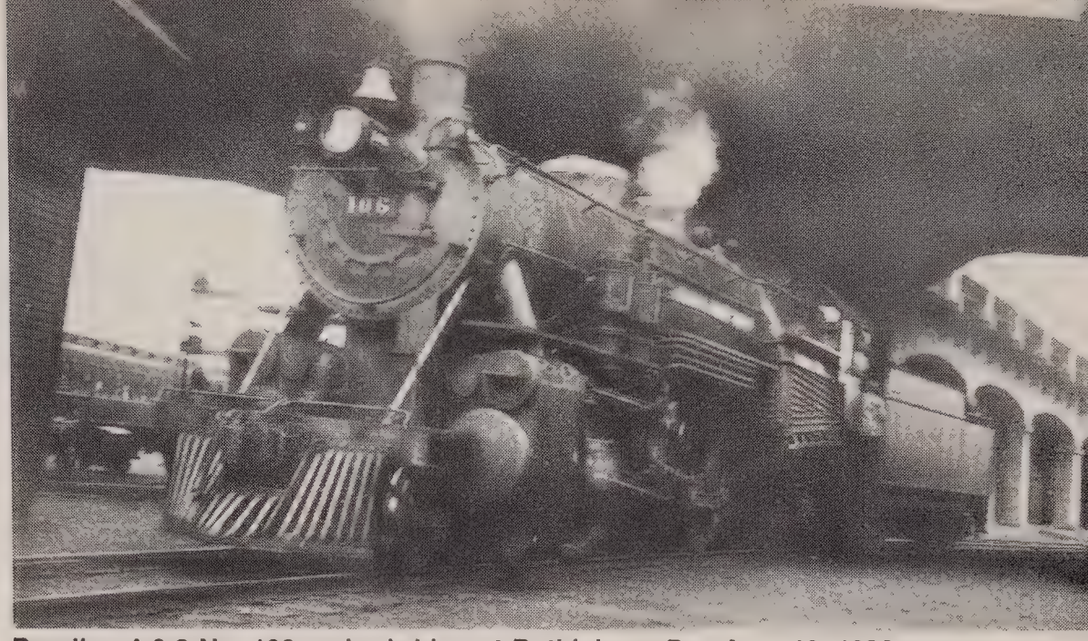
Incidentally, I wrote a two-part illustrated feature on timetables, entitled "Subject to Change Without Notice," totaling 43 pages, for this magazine's May and June '51 issues. I mention it for the benefit of readers who want to expand their knowledge of this subject.

Run-of-the-mill timetables from the 1950s are being bought and sold at up to $5 each. In general, tts. are fairly good investments, like stamps, coins, and artifacts. The last Pennsy and New York Central timetables are worth more than Penn Central's earliest ones. But Amtrak's first timetable, dated May 1, 1971, sells at a price inflated by the many errors it contains. When a railroad is abandoned, its timetables automatically jump in value.

QUOTING ROSALIND Ellis, an Amtrak station service representative in New York City: "Not until I met Francis Meaney in 1974 did I begin to appreciate the finer points of collecting timetables and related railroadiana. That year, I transferred from Amtrak's office on Fifth Avenue to the Personnel Department, where I set up shop in one of the catacombs that pass for offices in Penn Station. It was a banner year for collectors, because many Penn Central offices were being moved out of the city and Amtrak was taking over.

"The hallways were often piled high with unwanted papers from the former Pennsylvania Railroad. When Francis saw me pulling out an annual report from the trash, he was delighted to meet another connoisseur. We spoke of his collection of timetables and I marvelled that he could store so much stuff in his basement. After that, whenever I came upon anything bearing the familiar Keystone, I usually turned it over to him for perusal.

"In addition to the time I spent on archeological forays into the past of Penn Station and Sunnyside Yard, Francis introduced me to train dispatchers and explained the 'nuts and bolts' of railroading. As a rules examiner he naturally knows his subject. For me it was a great education."



Reading 4-6-2 No. 106 under bridge at Bethlehem, Pa., Aug. 19, 1936.

Photograph by Francis E. Meaney, Jr.

FRANCIS PLAYS GOLF, but only on vacations about twice a year. He has little interest in TV except for watching golf tournaments, football, documentaries, and non-Western outdoor adventure stories, usually preferring to read books or putter around his collection of railroadiana; and he stays away from "the kind of entertainment offered in movie theaters." Like myself, he has a deep feeling for domestic and wild animals, enjoys being in the woods observing them, and has never gone hunting or fishing.

During the 1930s and '40s, his interest in the "big band era" ran a close second to his rail hobbies. Francis has a large collection of records made by Glenn Miller, the Dorseys, Artie Shaw, et al, but cannot endure rock and roll. His home contains a "railroad den" where various photos, paintings, station gate signs, maps, and timetables adorn the walls. Lillyan says he is neat and tidy except for this room, which she considers so sloppy that she calls it "the disaster area." But Lillyan admittedly is not a railfan.

Francis has a fair-sized railroad library, mostly recent books. Also a collection of about 600 public tts. and 500 employes tts., the oldest being a Jersey Central specimen dated 1873. In addition, he has 50 different oil lanterns, some dining-car silver and chinaware, railroad pencils and ashtrays, some 500 train orders, brochures and commemorative booklets by the hundreds from as far back as 1850, a file of *Railroad Magazine* from 1935, and other rail periodicals.

He never adds sugar or salt to food, eats slowly, and firmly believes in being leisurely in business and pleasure. Due to a minor physical problem, he never went into military service.

S. Wesley Burnham, an operating rules manager and instructor for Conrail in Philadelphia, tells me: "Francis has a way with words. Just after the PRR-NYC merger, a rule prohibiting train service members from going on top of cars was new to us New York Central men. I remember asking him under what circumstances might such a person go on top.

" 'You *never* go on top of a car,' he said.

"Somehow, in that sentence lay all the dangers of catenary with its 11,000 volts and the possible fall from a car or being swept off an overhead bridge or thrown off your feet by sudden slack action. When Francis talks on his subject, rules, you remember them! He is not only a rules expert but also a rules enthusiast." ●

Central New Jersey 4-6-0T No. 225 simmers in sun at Newark, N.J., on warm August 21, 1936.

Photograph by Francis E. Meaney, Jr.

It was a typical warm summer day along West Main St., New Britain, Conn., about 1928, as Conn. Co 815 made its way in the downtown area. A big upcoming baseball game held interest of sportsfans.

Photograph by Kent W. Cochrane

STEVE MAGUIRE'S

TRANSIT TOPICS

FATE of Chicago's elevated Loop lines apparently was settled by the rear-end collision of two trains on February 4th which plunged two cars down to the street and left two others dangling from the el structure, resulting in 11 deaths and 183 injuries.

Until then, there had been no final decision on whether to rebuild the elevated or replace it with what is now referred to as the Franklin Street subway line. But as soon as President Jimmy Carter learned of the wreck he summoned Chicago's Mayor Bilandic to Washington to discuss speedy replacement of the 90-year-old Loop elevated.

This accident was not due to signal failure. Traffic at that point is controlled by electronic cab signaling installed in 1967. A train entering a red block is halted by the fail-safe device; but after being stopped, the motorman can proceed at a speed of not over 10 mph with clearance from the dispatcher.

In the latest wreck, the train had stopped, then proceeded until it ran into the end of the train ahead on a sharp 85-foot curve in which the angle of collision hurtled cars off the tracks and into the streets.

Differing from the el's newer signal system, Chicago's subway lines have the old *trip arm* safety device placed on the ties to stop any train passing the red signal. This is effective on the State Street subway, which has had no rear-end collisions since 1943, and on the Dearborn Street subway since 1951, and the Eisenhower median strip since 1958.

Unlike the more modern cab-signal system, the motorman of a train halted by the trip-arm system cannot manually override it after being stopped. He must nudge the train slowly ahead in the red block. To override the trip-arm he would first have to get out of the cab, walk down on the tracks, reach under the car, and close the brake-activating lever.

Chicago Transit Authority now has to decide whether cab signals which result in fewer delays are preferable to the trip-arm that safely halts the trains for longer periods on the very busy system in rush hours. Meanwhile, a 12-ton restraining wall has been erected on the el tracks at Wabash and Lake to prevent any future trains from falling off the elevated structure at that wreck site in the event of a crash or derailment. This barrier consists of two huge girders put together as a box girder. It is 55 feet long, 4 feet high, 2 feet wide, and costs about $40,000.

Also in Chicago, the Regional Transportation Authority has appointed Leo J. Cusick as its chief operating officer. Cusick, who is 67, has headed RTA's transportation department and served as special assistant to board chairman Milton Pikarsky since March 1975. As chief operating officer (paid $60,000 a year) he handles day-to-day operation of the Authority.

He's had more than a half-century of experience in the field, including seven years with the New York Central Railroad and 32 years with the N.Y. City Transit Authority. From 1966 to 1967 he was the first administrator of the Urban Mass Transportation Administration. Then until 1970 he was general manager of the Massachusetts Bay Transportation Authority and after that he headed the Kansas City Transportation Authority, which he left to join RTA in 1974. Our thanks to Steve Scalzo for sending this news.

SIGNS are going up in Toronto buses and streetcars designating three seats at the front for the elderly and handicapped. According to James Kearns, general managar of the Toronto Transit Commission, 100 vehicles have the signs and there have been no objections from passengers.

"There is no provision for enforcement, but the sign serves as a constant reminder to able-bodied passengers to be considerate of the elderly and handicapped," Kearns says. The signs have arrows pointing to three seats and the words, "As a courtesy, please allow elderly and handicapped passengers to use these seats." It will cost about $1,500 to put signs in all vehicles.

BUFFALO, N.Y., is happy because the U.S. Department of Transportation has reaffirmed its commitment of $260 million in Federal support for its popular $269 million rapid transit project. Meanwhile, Congress is considering bills to add about $11 billion in new authorizations so that DOT and its Urban Mass Transportation Administration would have more than enough money to finance all the commitments plus some new ones later.

RELEASED by Texas Assn. for Public Transportation, 2408 Ware Rd., Austin, Texas 78741, is an 80-page feasibility study for a 9.7-mile light rail transit demonstration line to connect South Austin with the city's central business district and University of Texas campus. Copies are available from TAPT at $7.50 each.

Lyndon Henry, executive director of the non-profit research agency, said the plan calls for 65-mph light rail trains running four minutes apart at peak hours for about 19,000 daily riders, at an operating cost of 22 cents each, with maintenance-of-way provided by the city. According to the study, peak-hour service would be at least 10 percent faster than by automobile. A total of 4,640 parking spaces would be provided at suburban stations. The line, which would use a railroad right-of-way in the suburbs and reserved space in city public streets, could be installed in 2½ years, the report says.

Another report from TAPT, entitled *Reduced Street and Highway Expenditures in Rail Transit Cities,* 10 pages for $2, examines the ways that urban areas with extensive rail and multimodal public transport systems could lower road costs by reducing dependence on auto travel.

WE LEARN from the *Bulletin* of the N.Y. Chapter, Railway & Locomotive Historical Society that in seven months of testing two flywheel-equipped cars in revenue service on New York's Metropolitan Transportation Authority lines, the world's first use of the energy-storing fly-wheel to propel subway transit cars has proved its ability to reduce third-rail energy consumption substantially. Its development as a full-fledged technology holds considerable promise as an energy-saver in subway service.

The two flywheel-equipped R-32 cars have been in service on nearly all lines of the MTA, and they are reported to have shown the capability for saving 25-40% of the energy now consumed on most complete route runs.

GUADALAJARA, Mexico, is operating a Metro, which may well be the first trolleybus rapid transit line in North America. The initial five-mile stretch began service last December 15, 1976, mostly in a subway. Five of the seven stations are underground. It is designed for eventual upgrading into a rail rapid transit line. A second section also has been put into operation and two more routes will open in the near future. Those now operating are served by former CTA trackless trolleys.

SOMETHING new has been made from a damaged PCC in Boston. MBTA No. 3285 was converted into a line car in the company shops, reports Norton Clark of Newton Highlands, Mass. This news comes as a surprise. We recall MBTA being so short in overhead repair equipment that it had to borrow an old car from Seashore Trolley Museum recently for such work.

Subway Fare Cheats

TWO BROTHERS were arrested in New York City the other day and accused of doubling up at a subway turnstile to save 50 cents, the price of one token fare. One of them reportedly was carrying $30,000 in $50 and $100 bills. Transit police quoted one of the pair, Itzhak Raz, 28, as saying he was a dealer in diamonds and it was not uncommon for him to carry a lot of money.

"As of now, we believe the money is his," a cop said tentatively.

Raz came to this country from Israel in 1972 and sent for his brother, Gabriel, 25, about eight months ago. They gave a Rego Park, Queens, home address.

Transit Patrolmen Albert Hughes and Anthony Morrissey, specifically assigned to look for turnstile cheats, arrested the brothers at an IND local station.

Doubling up at turnstiles or jumping over them is quite different from another form of cheating, the use of slugs instead of tokens. John Berendt wrote about the latter practice in the February 7th issue of *New York* magazine. He put it this way:

Two men trotted down the stairs into the subway station at 49th Street and Seventh Avenue a few steps ahead of me.

"They work just like tokens," one of them was saying.

The man put a coin in the token slot and went through the turnstile. Then he handed another coin to his friend, who looked at it curiously, dropped it into the slot, and strode through too.

"Fantastic!" he said. "Let's go up and get some more."

In a moment they were bounding back up the stairs out of the subway. I followed. I reached the street just in time to see them disappear into a peep show. After they came out, I went in.

A single attendant stood behind the counter in a small anteroom. A sign read "Five Movie Tokens for $1," so I put a dollar on the counter. The attendant slid one of several pre-stacked piles of five gold-colored coins over the me croupier style. I picked them up and went through a beaded curtain into a very dark back room . . .

By the flickering light of a three-way tangle on the screen I compared one of these slugs to a genuine subway token. It was slightly smaller in diameter, about the same thickness, and much lighter—a toy coin, very cheaply made. On one side a naked couple embraced. On the other were two legends: "Good for peep shows only" and "Not refundable for money."

The *New York* magazine writer took up the matter with the Transit Authority. In the office of Sanford Garelik he saw a collection of 100 coins labeled "Slugs Used to Avoid Payment of Fares." Among them were aluminum disks, copper disks, steel washers, many foreign coins, a filed-down quarter, a transit token from another city, a flattened Metropolitan Museum of Art button with the tab snipped off, and play coins.

"We've found as many as 400,000 slugs a month in the subway," Garelik said, "so you can imagine the variety . . . Where slug-users make their big mistake is thinking they've discovered the perfect crime: No one can see them do it, no one can catch them. That used to be the case, in fact; but a year and a half ago we set up a 200-man Fare Evasion Unit to go after fare beats and slug-users full-time. In just over a year we've caught 7,000 slug-users. You ought to see the looks on their faces. They can't believe it."

The Fare Evasion Unit sets up about a dozen slug stakeouts a day, according to Chief Garelik, generally in the stations with the heaviest slug use. First offenders are given a summons, second offenders are arrested, handcuffed, and booked at the nearest precinct station. The fine can be anything from $25 to $250, John Brendt writes, or more if the judge decrees, and there have been jail terms of up to ten days. Slug-users are usually so horrified at being taken into custody that they don't do it again.

News of Trolley Museums

FIRST operation of a four-car train on any museum line took place at the Illinois Railway Museum on Members' Day, we learn from *Rail & Wire,* the IRM publication. The train consisted of four former Illinois Terminal Railroad cars: 277, a motorized combine; 518 a coach trailer; the *Peoria,* a sleeping-car trailer, and 234, a parlor-car trailer. All cars are painted in the old IT colors of traction orange with terra cotta roof, maroon sash and doors, and black trucks and underframes.

The *Peoria* is believed to be the only interurban sleeping-car extant anywhere. It was built in 1910 by American Car and Foundry Co. in St. Charles, Mo. It and its sister car, the *St. Louis,* were the first of a handful of section-type sleepers used on the three interurban lines offering sleeping car service (others: Oregon Electric and Interstate Public Service). The cars were built after the IT's successful test of the *Holland* sleeper/parlor motor cars between 1908 and 1910. The *Peoria* and *St. Louis* were pioneers in many respects, including long berths, windows in the uppers, safes for passengers in each section, permanent partitions between each section, and of particular importance to styling, the first use of the distinct IT round roof, which was made necessary by the upper berth being folded against the wall. They had 10 sections and slept 20.

The two cars, like three others built for the same system, ran nightly between Peoria, Springfield and St. Louis until the mid-1930's, when they were replaced with a pair of room cars (one of the original sleepers had been destroyed in 1931). The four remaining section sleepers were occasionally used until the end of sleeping-car service in 1940, when they became bunk cars. The *Peoria* was purchased in 1964 by Jim Johnson, and after being stored in Wheaton was moved to Union in late 1966.

The Illinois Railway Museum recently acquired center-door suburban car No. 68 that originally ran on the Red Arrow lines out of Upper Darby, Pa. Brill built it in 1923. Several such cars have gone to trolley museums in the last few years. No. 68, with seats removed, had been used in a work train. The Museum needs cash donations to make it operable. Replacement seats are expected from 4000 series CTA cars now in a scrap yard. Checks to help the restoration should go to the Museum, P.O. Box 431, Union, Illinois 60180.

LATEST issue of *Radial Report,* bimonthly publication of Ontario Electric Railway Historical Assn., Box 121, Scarborough, Ont., Canada, tells how busy the members were last winter in picking up parts and pieces for the operation of its museum line—the Halton County Radial Ry.—at Rockwood, Ontario.

After the Montreal & Southern Counties line went out of business in 1956, some of its cars were sold to a scrap dealer at St. Hyacinthe, Quebec. Four members of OERHA were permitted to take away pieces during a two-day period. As a result, the group acquired such items as K35 and H.L. controllers, door motors, trolley bases, rattan seats, headlights, etc.

Another museum "find" was the body of a Birney car on the second floor of a house being demolished at Guelph, Ontario. The car was Guelph Radial Ry. No. 225, built in 1921 by Preston Car. Co. (Brill). As Guelph is celebrating its 150th Anniversary this year, the museum aims to generate sufficient local interest to have the car rebuilt as part of the celebration.

OPERATING MUSEUMS as well as individual railfans may be interested in the following information recently brought to our attention. Railroad tinware that appears like the old authen-

tic types is produced and sold by The Railroad Tinware Co., 3421 Berry Ave., Cincinnati, Ohio 45208. These include tallow pots, oilers and oilcans, coal hods, buckets, signal cases, and other handcrafted galvanized material.

Oils and lubricants may be had from Interlube Corp., 4646 Baker Ave., Cincinnati, Ohio 45212. Included are journal oils. For trolleys, you could buy air compressor oils, traction motor gear lubricants, and PCC axle bearing and transmission lubricants. For further information and brochures, contact Henry E. Weller, Jr., 114 Division St., Brookville, Ind. 47012.

LAST WINTER'S unusually dry weather in the West was a big help to the Orange Empire Railway Museum, we learn from one of its members, Bill Wootton, P.O. Box 548, Perris, Calif. 92370, the Museum's home town. He says such weather enabled OERM to build a ¾-mile track extension to the north. It had been 11 years since track was previously extended on this end. Overhead wire is now up on 1000 feet of the new extension and by summer trolleys will probably be running the entire length. Thanks to the weather, not a week-end was lost to crews building the additional trackage.

New Electric Publications

TROLLEYS OF THE TRIPLE CITIES, by Sheldon S. King, 45 pages 8½x11", soft cover, $5 a copy from Whitehall Mail Service, 109 E. First St., Elmira, N.Y. 14901. In upper New York State, Binghamton and suburban Endicott and Johnson City are sometimes referred to as the "Triple Cities." Binghamton, oldest of them, had its first horsecar line in 1873. Endicott and Johnson City came later, after the advent of the big shoe company bearing their names. Electrics arrived in 1890, lasted until 1932. King covers these events chronologically, supplementing the text with many photographs, two route maps, and a roster. With large type on good paper stock, you could read the entire interesting book in an hour so. We like it.

SOME READERS may enjoy a reprint of the May 1931 edition of *Transportation Blue Book,* 4x6", with soft cover, originally published by the Peck-Judah Transportation Agency of San Francisco. This 192-page reprint includes all West Coast mainline and interurban rail schedules of their date, also auto, stage, steamship, and air transport schedules, plus a few hotel and resort ads. Copies may be had for $4.25 from Interurbans, P.O. Box 6444, Glendale, Calif. 91205.

Unusual Short Trolley Line

by Stephen D. Maguire

A FEW YEARS AGO I tried to list, with accompanying photographs, every trolley line that ran in Pennsylvania. It was a big job, for I believe that state had more separate lines than any other state. The project fell into abeyance, due to illness of my collaborator, Felix Reifschneider of Fairton, N.J. I remember that we were intrigued by a certain elusive line supposedly a bare half-mile long, on which we had no details nor pictures. Our sparse reports indicated it had only one car and ran up an incline.

We almost excluded it as a funicular-type incline road and not a real electric trolley operation. I do know that it was the Patterson Heights Street Railway Co. It operated at the western Pennsylvania city of Beaver Falls, west of Pittsburgh and close to the Ohio-West Virginia border. Our proposed look kept being delayed. We had almost decided to strike the PHSR from our list when one of the many inquiries we had made over the period of nearly a decade finally came through.

On December 16, 1974, we received a letter from Gerald Riedel of 4511 31st Ave., New Brighton, Pa. 15066, a suburb of Beaver Falls. We had been getting many letters each week asking for or offering material, but this one was a little more interesting than the rest. Gerald wrote, "Several years ago you sold some trolley pictures to my brother, Jim. At that time you expressed a desire to locate pictures of the Patterson Heights incline. Here is such a photo, which I recently copied from some old material."

He sent me a view of a small, four-windowed, single-truck trolley car, one of the shortest such cars we'd ever saw. Even more interesting, it was a real trolley and *not* an incline car.

Because official traction directories of the time showed this line as being half a mile long, with an incline and owning only one streetcar that had the standard Pennsylvania wide-gage of 5 feet, 2½ inches, it became apparent that this was really a trolley line that somehow had become involved with an incline road.

Paul finally sent me the whole story. He included city maps, detailed information, and a news item from the *Ellwood City Ledger.* The photographs made it clear to me that the Patterson Heights Street Railway was, in many respects, one of the shortest and most unusual trolley car lines ever envisonaged by anyone, anywhere.

Let's get back to Beaver Falls, which had a streetcar system of its own and in later years was linked with Steubenville and East Liverpool, Ohio, by an interurban line. Beaver Falls is also the home town of Joe Namath, quarterback of the New York *Jets* football team.

Where does Patterson Heights come into the story? Up until early in 1895 it was—and still is—a small suburb located just south of Beaver Falls but beside the city and on an adjacent hill several hundred feet above. At that time, residents of Patterson Heights had to find their way down to Beaver Falls by a long and devious route, circling the hill from which they could see the downtown city right below them. But on July 9, 1895, John Reeves formed a corporation for the sole purpose of building a trolley line from Beaver Falls, across the city line and up an inclined route to Patterson Heights, at the top of the hill. The line was to be capitalized at $7,000, which was then a sizeable sum. It was built and in a half of a year opened on January 19, 1896.

How John Reeves ever conceived the route and managed to build it is obscured by the passage of three-quarters of a century. He did build it from a street in Beaver Falls up an inclined plane to another street in Patterson Heights, where it ran on the surface to a terminal.

From downtown Beaver Falls up to Patterson Heights is a grade in excess of 35 degrees. It is only 120 feet long and covers a distance of about 800 feet on the level. Mr. Reeves designed a relatively simple way of getting his new trolley line up the hill. Trolleys with ordinary power usually cannot climb hills of 7 or more degrees.

So he devised a counterbalanced *dummy* car to run on an opposite track at the summit and weighed with scrap metal to equalize the gravity force so that the car, as a trolley, could make the run as it would on the surface. The counterbalanced vehicle ran down the hill from the top as the trolley itself ascended, but only halfway, due to a pulley device. Then to let the car descend, a live mule was used to take off enough scrap metal from the *dummy* counterbalanced car to let it go down with ease.

The little trolley was the only one ever used in the 31 years of this most unusual operation. It never was numbered, for obvious reasons. Records show it was built by the Brill Company of Philadelphia, Pa. Whether it was originally an electric car or converted from a horsecar is not known. The short size indicates it was obtained second-hand, possibly from the Beaver Falls city line or Pittsburgh system.

The actual half-mile trolley line as built by Reeves began at the bottom of the hill in Beaver Falls on Bridge Street. From there it ran around a loop at Seventh Avenue and then back to the foot of the incline. At the bottom of the hill, the small car hooked onto the cable line from the top that was to help it up the inclined plane to Patterson Heights, counterbalanced by the *dummy* car descending its track paralleling the trolley line halfway to the bottom. When the *dummy* was at its halfway end of track, the mule was used.

Counterbalance operation was not exactly rare. It was employed on inclines where existing grades were far too much for the existing power plants. The last known such usage anywhere was at Sydney, Australia, a counterbalanced line which ended service about 1960.

At Patterson Heights the trolley was disconnected from the cable line and then ran for one block along Sixth Street to a terminal at Fourth Avenue, where it had to change ends. A small car barn stood at the summit, together with one of the line's very few track switches. The power plant at the bottom of the hill is still there, but is no longer connected by rail.

A competing bus company was formed in 1912 by Willian Panter. He operated a bus along a much longer and slower route around the hill for a few years and then gave up. In 1925 Harry D. Eckles started another bus route competing with the trolley incline.

Only accident involved the cable incline. Fortunately, it occurred when the passenger trolley was at the bottom of the hill and the counterbalance car at the top. The cable broke, sending the counterbalance car down and off the tracks for a few feet, but otherwise there was no damage. Repairs were soon made and the midget little car continued to run until 1927, when diminishing profits and the use of automobiles ended the operation, then owned by a group of local citizens.

In all of its years, the Patterson Heights trolley had only five motormen. With only one car, a half-mile of single track, and one switch to the little car barn, this was a rare top of operation. Little wonder why we had so much trouble finding out about it. Today, almost nothing remains of the trolley incline. The hill still stands, of course, with electric poles running down it and a sewer laid in the middle of the old right-of-way. Only the power plant on Hillside Avenue remains and it bears little resemblance now to its former use.

CONTINUE sending transit news to Steve Maguire at home, P.O. Box 51, Belmar, N.J. 07719.

Patterson Heights St. Ry. Co. four-wheeler on Bridge St., Beaver Falls, Pa., July 3, 1895. (Below) Incline right-of-way looking down toward Beaver Falls. Note the counterweight track and cable at the left.

Collection of Gerald Riedel

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. How did Union Pacific do financially in 1976?

Very good. John C. Kenefick, president of UP, said 1976 earnings (before the favorable extraordinary credit of $7.5 million related to Amtrak became $98.7 million) were up 18% over 1975 net income of $83.9 million. Consolidated revenues reached a new high, $1.2 billion, 17% over the previous year's figure. UP achieved a record level in freight revenue ton-miles in 1976, due to the improving economy. Revenue ton-miles rose a cheerful 9% to $56.8 billion.

Carloadings last year were up 7% over 1975. The difference in the rates of increase between revenue ton-miles and carloadings reflects a larger number of high-capacity freight cars and a greater proportion of heavy commodities hauled by UP. One big plus here was the decision of Toyota Motor Co. Ltd., which had changed its port-of-entry from the Gulf Coast to the Pacific Northwest, to ship an estimated total of more than 80,000 cars annually from Portland to Midwest. centers in the Midwest.

Unit coal trains originating in Colo., Wyo., and Utah, jumped to an average of 28 a week, an increase of six trains a week over 1975. UP's trailer and container traffic set an all-time high in 1976, with the handling of an estimated 40,000 trailer loads of U.S. mail a year under a four-year agreement from bulk mail centers in Chicago, Denver, Oakland, Seattle, and Los Angeles.

2. Tell me about Atlantic Coast Line's Fayetteville cut-off.

In 1885, the Wilmington & Weldon, then operating only via Wilmington, arranged materially to shorten the distance, also the running time, between north and south by building the Fayetteville cut-off from Contentnea, S.C., on the W&W. through Fayetteville, N.C., to Pee Dee, S.C., on the Wilmington, Columbia & Augusta. On Jan. 1, 1893, that cut-off was opened, later becoming part of ACL's (now SCL's) double-track mainline.

Westbound Great Northern *Oriental Limited*, official first train through Cascade tunnel on January 12, 1929. The tunnel is over 7 miles long.

3. When did Canadian Pacific put steamships on the Great Lakes?

The first ones they owned and operated on the Lakes were the *Algoma, Athabasca,* and *Alberta,* placed in service in 1884. All had been built in Scotland in 1883 and crossed the Atlantic under their own steam. Too large for the locks of the St. Lawrence and Welland Canals, they were cut in sections at Montreal and towed to Buffalo, where they were rejoined. Three other CP steamers, *Assiniboia, Keewatin,* and *Manitoba,* were added later and saw extensive service over the years.

4. When were Rock Island's last coal- and oilburning steam locomotives built?

These were oilburners 5100-5109, Northerns 4-8-4, delivered by Alco in 1944, and two years later coalburners 5110-5119. All were 109 ft. long, had 74", roller-bearing-equipped drivers, operated on 270 lbs. pressure, and weighed in at nearly 423 tons fully loaded.

5. Why is the Maine Central threatened with bankruptcy?

MEC, one of only three independent Northeastern roads, says that a recent ICC order could jeopardize its future, causing bankruptcy. The dispute involved $2.6 million it received from other railroads to finance new boxcars. Under a 1970 ICC plan, railroads levied a special surcharge on top of regular rental fees for other roads using their boxcars. Called the "incen-

Famed Lehigh Valley Atlantic 2479 at Sayre Shops, winter of 1923.

Photograph by C.T. Andrews

tive per diem," the Commission specified that funds generated from the surcharge must be put in a separate account and spent only for new boxcars. ICC has accused the line of using the $2.6 million from its incentive per diem fund to lease new boxcars, contrary to regulations, but Maine Central defends the lease.

The Commission has ordered MEC to come up with a quick plan to repay the money into its own fund. Meanwhile, ICC forbids MEC to pay any dividends on its stock. This could cause cash-flow problems, drive down the price of the railroad's stock by barring dividend payments, and thus repayment of the railroad's debt even more difficult.

6. I'm a student, age 20, the son of a deceased Long Island conductor. Can I get a survivor annuity for the months of my vacation?

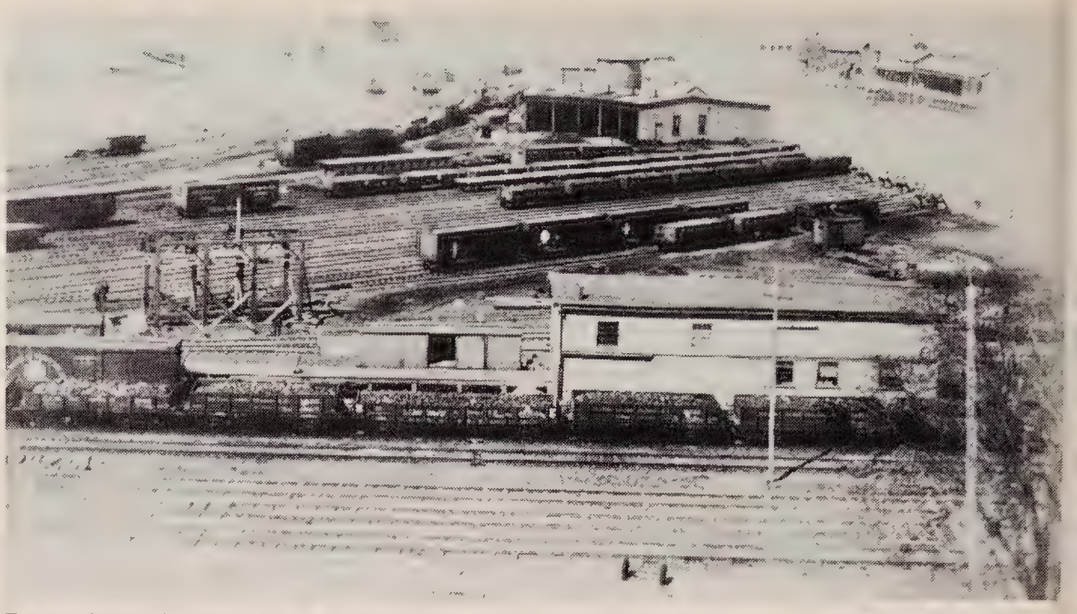
You can receive it during periods of four months or less (such as summer vacation close at hand) if you attended school full-time before the period began and if you intend to return to school full-time within four months.

7. I want words to "The Royal Gorge Route," by James Edward Hungerford.

Its walls loom high to meet the sky,
Out in the Rocky Range; with beauty blest
From base to crest, untouched by time or change.
A wonder spot, not soon forgot— a gem of Nature's art;
For miles it wends and twists and bends
Through Colorado's heart!

The colors glint in ev'ry tint
Upon its massive walls; in ev'ry shade
That Nature made to paint her temple halls;
Through ages gone, from dusk to dawn—
From dawn till dark again, through ageless years,
That old gorge rears to bless the sight of men!

The redmen tramped through it, and camped
Upon its rugged floors, and built their fires,
Before our sires set foot on Freedom's shores!
In later years brave pioneers
Through danger, blazed their trails;



Rare view of New York & New England Fishkill Landing, N.Y., (now Beacon) yards, roundhouse, and area where trains were ferried across Hudson.

Collection of Gorton T.H. Wilbur

With sacrifice, they laid the ties
And placed the railroad rails!

Now trains race through and people view
That gem of Nature's best—that has no flaw—
With gasps of awe as they whiz through the West!

(Ed note: When this poem was written, D&RGW passenger trains still used the Royal Gorge Route, now freight-only).

8. Anything on the Delta Valley & Southern Railway?

Yes. It operates freight and TOFC service from a Frisco connection at Delpro to Elkins, Ark., about two miles. Traffic is farm-related commodities and general manufactured goods. The line, with headquarters in Wilson, Ark., was incorporated June 27, 1934, to buy an abandoned St. Louis-San Francisco branch from Delpro to Wilson, 18.1 miles. The road was cut back to its current size on March 17, 1947, when the ICC recommended abandonment between Elkins and Wilson. It has one 45-ton GE loco, built in 1954.

9. I'm going to Idaho this summer. Where can I find steam locos on display?

Promontory Chapt. NRHS lists four places. At Boise, you'll see UP Mike 2295, Alco (Brooks) built in 1924; in City Park at Lewiston, Potlatch Forests 92, ex-Ohio Match Co. No. 1, three-truck Heisler, vintage of 1924; at Nampa, UP 2-8-0 616, ex-Oregon Short Line 1066, Baldwin, 1907, and in Ross Park at Pocatello, UP Mike 2005, ex-Oregon Short Line 1105, Baldwin, 1911.

10. When was telephone first used in dispatching trains?

In 1882, by the Cumberland Valley (now part of Conrail) to direct train movements. But at that time most railroaders believed the written telegraphic train order was safer; so telephones were not generally used for this service until 1908, when the Burlington installed them on the 124-mile stretch between Aurora and Galesburg, Illinois. The pioneer CV telephone hookup controlled movements on the 6.2-mile trackage between Waynesboro Jct., and Mt. Alto Park, Pa., on the WaynesboroChambersburg branch.

11. Info wanted on Port Stanley, Ont., Incline Railway.

E.B. George's book, *The Steam Age in Western Ontario,* says this incline was built in 1870 to carry passengers from the beach to Invererie Heights. Originally powered by steam, it was later electrified. An old locomotive bell tolled a warning that the operator was about to start the cars. One car actually pulled the other, the operator merely balancing the weights. On top of the hill a high tower once stood, from which, on a clear day, you could have seen Cleveland, Ohio. Though the old incline has often said farewell, it always manages to get a reprieve and continue operating.

12. Did Western Pacific ever have any Mallets?

Yes, 27 of the most powerful ever built in the U.S. High point in the history of WP's big articulated steam engines came in 1938 with the delivery of 11 new "Malleys," four oilburners (2-8-8-2), and seven coalburners (4-6-6-4). These powerful giants were designed to handle heavy fast freight in both the mountains of California and

open plains of Nevada. The oilburners were Nos. 201-210, 2-6-6-2, delivered to WP in 1917 and operated until 1953, and 251-260, 2-8-8-2, delivered in 1930s, running until 1952. The coalburners were Nos. 401-407, 4-6-6-4, all built in 1938, and operating until 1950.

13. Brief history wanted of the Southern's High Bridge on the old CNO&TP line between Lexington and Danville, Ky.

The first span across the Kentucky River gorge was projected in 1856 as part of the Lexington & Danville. It was to be the suspension type. John Roebling, later of Brooklyn Bridge fame, was one of the engineers consulted on its design. Two massive stone towers, from which cables were to be strung, had been completed in 1861 when the Civil War halted construction. In 1870 the newly organized Cincinnati Southern acquired the L&D's unfinished line, including the partly completed bridge. The suspension design was given up, however, in favor of a special cantilever.

Although the great stone towers were of no use in building the new bridge, they were left standing at either end and the trackage was run underneath their archways. When High Bridge, as it was soon named, was completed, it stretched 277 feet above low water and was then the world's highest railroad birdge. CNO&TP replaced the original High Bridge in 1911 with a span of 1230 feet and track level 308 feet above the river. In 1929 after the CNO&TP became part of the Southern, the bridge was doubletracked. The stone towers had to be razed because their archways were too narrow for the second track.

14. Brief me on Lehigh Valley engine model acclaimed in a big New York State parade?

This was F-6 No. 2479, that set some enviable records. She had traveled a distance equal to ten trips around the world without a single serious breakdown while hauling daily passenger trains between Sayre, Pa., and Buffalo, N.Y. Not only did the loco cover an average of 8774.11 miles every month, but she burned only 7.748 tons of coal during that time, 63.07 lbs. for each mile, amounting to less than five full shovelfuls. The men in the Valley shops at Sayre were so proud of the 2479's record that they built an exact model, one-fourth her size, that was used in the 1913 Elks parade in Rochester. It was the hit of the parade, winning $800 in prizes—a lot of money in those days.

15. I've bet that America's longest railroad bore is Moffat Tunnel. My pal bets on the Cascade.

You lose. It's the Cascade, 7 miles, 1,387 yards long, opened Jan. 12, 1929, by the Great Northern (now BN). Moffat is only 6 miles, 373 yards.

Running Extra

REGARDING pre-Hell Gate route of the *Federal Express* in your Dec. 1776 issue, the Poughkeepsie bridge route between Boston and Washington from 1912 until Nov. 1916 was a temporary meausre until the Hell Gate bridge was completed. But the *Federal* did not run between Nov. 1, 1916, and the official opening of the bridge, on March 9, 1917. From 1876 until 1912, that train and its predecessor, the *Boston-Washington Express,* used the steamer *Maryland* to ferry its passenger cars between the Bronx and Jersey City.

The Official Guide of 1893 gives the train's running time southbound as 15 hours, 12 minutes, and northbound 16 hours, 22 minutes. The sinking of the *Titanic* in 1912 brought about stricter supervision of harbor ship movements. This, coupled with railroad management's fear of a collision disaster in crowded New York harbor while ferrying trains between the Bronx and Jersey City, initiated the operation of the *Federal* via Poughkeepsie bridge until the Hell Gate route was opened.

The *Maryland* was built in 1853 to transfer Philadelphia, Wilmington & Baltimore trains across the Susquehanna River between Perryville and Havre de Grace, Md. During the Civil War the Union Navy used her as a dispatcher and supply ship. After being laid up for sometime after the Susquehanna was bridged in 1866, she arrived in New York harbor in 1876 to begin her train-ferrying career. On a cold night in Dec. 1888, she and her train were destroyed by a fire at the Bronx dock, but no lives were lost.

While a new *Maryland* was being built (later to become the excursion boat *Mandalay),* a substitute route for the *Federal* was via New Haven, Danbury (NY&NE), Hopewell Jct., Fishkill Landing (now Beacon), across the Hudson on train-ferry *Wm. T. Hart* to Newburgh, N.Y., and over the New York, Lake Erie & Western (Erie) to Jersey City, joining up there with the Pennsy. The Fishkill Landing route was substituted whenever the *Maryland* was laid up for repairs. Can some NH fan tell me when the Boston-Washington day train (daylight version of *Federal* over Fishkill Landing route) disappeared from the timetable?—Edward J. Colgan, 172-12 Crocheron Ave., Flushing, N.Y. 11358.

WHO HAS a copy of Harry Bedwell's book, *The Boomer,* for sale?—Keith Boyan, 5609 Northcote, East Chicago, Ind. 46312. *(Ed. note:* You may have to try a professional searcher of out-of-print books, listed in big-city telephone directories.)

ANYONE HAVE pix of Canadian Pacific Bruce Div. in steam days? This line ran from Toronto to Elora, Teeswater, Walkerton, and Owen Sound, all in Ontario.—Ralph Beaumont, Main St., Belfountain, Ont., Canada LON 1BD.

ORANGE EMPIRE TROLLEY MUSEUM in Perris, Calif., is reputed to be the third largest trolley museum in the U.S. Which ranks first and second? Also, a recent issue mentioned a doubledecker interurban on the Sandusky, Milan, Norwalk (Ohio) line. What is meant by a "doubledecker" in that era?—Jac T. Beauchamp, 211 W. French Place, Apt. 123, San Antonio, Texas 78212.

I NEED a photo, neg., or slide of Southern Pacific 2-8-2 No. 3225. Also want to know disposition of this engine.—Harold E. Miller, president, General Agency Services of Florida, Inc., Suite 534, 1400 66th St. No., St. Petersburg, Fla. 33710.

I WANT HISTORY and info on Burlington (Vt.) Traction trolleys, equipment, etc., for a story I'm writing.—Richard H. Cowles, Box 95, Atascadero, Calif. 93422.

SIR NIGEL GRESLEY'S most masterly designs included LNER 4472, *The Flying Scotsman.*—Michael Weaver, College of Natural Science, Michigan State U., East Lansing, Mich., 48823.

I'M AN OLD rail hobo. Would like words to poem, "A Whistle in the Night."—H. Barber, 237 S.W. 9th, Newport, Ore. 97365.

WHY the Lake Shore Ltd. back-up maneuver near Selkirk, N.Y.? Anyone have detailed maps of the track from Pittsfield, Mass., to Albany, N.Y.?—Robt. B. Clere, Box 111, Windsor Locks, Conn. 06096.

DUE TO oil crisis, is there any truth to the rumor that Chesapeake & Ohio is thinking about building Mallets?—Anthony Parrish, Box 97, Laredo, W.Va. 25630.

ANSWERING a query, SP's *Blue Streak Merchandise* forwards high-class freight from East St. Louis to Los

Angeles. Its official symbol is *BSMFF,* as it is called by dispatchers, supervisors, etc. We operating men refer to it as the *Blue Streak, BSM,* or simply *The Blue.* I have also heard it called the *Bessie Mae.* It's the hottest freight train on the Cotton Belt and SP's Sunset Line. It covers more than 2000 miles, non-stop except for crew changes and a few brief servicing stops. SSW handles it to Corsicana, Tex., and it uses then SP rails to the West Coast.

As an engineer on the Los Angeles Div., I have often handled *BSM* between Indio and Los Angeles and (since 1973) between the SP's new West Colton Yard and L.A. On most of the route, it is allowed a maximum speed of 70 mph, but less on mountain grades or in passing through heavily populated areas. Its usual consist is 3 or 4 diesel units (3600-hp each) with about 60 to 80 cars, mostly piggyback or container. The only train that has preference over *The Blue* is Amtrak's *Sunset Limited* (Nos. 1&2) between L.A. and New Orleans.—John W. Rapoza, Temple City, Calif. 91780.

HOW OLD is Starrucca Viaduct in New York State? Is it near any large city?—R. Byers, 167 Feronia, Rutherford, N.J. 07070.

IF I REMEMBER correctly, Canadian National Nos. 3200-3299, class S1a, b carried 180 lbs. boiler pressure; Nos. 3300-3404, Slc, 180 lbs. as did Nos. 3198 and 3199. All these engines were identical. The Grand Trunk Mikes' 175 lbs. pressure became CN S1F and were a little lighter on the driving wheels.—F. Walton, 6150 Champlain Blvd. Verdun, Que., Canada H4H 1AS.

REGARDING the Lehigh & New England, what year did it begin and end operations? What were its peak years? Did it have any name passenger trains? What color was its emblem on locos and rolling stock? Has a book ever been written on the L&NE?—Matthew Lambert, RD2, Box 77, East Strasburg, Pa. 18301.

LOOKING FOR pix or negs. of the "doodlebugs" J.C. Brill built for the New Orleans Great Northern in 1924 or '25. These cars ran on the mainline between Bogalusa, Miss., replacing steam trains. Where was the Brill plant located? Is it still in business?—Daunton Gibbs, 513 Tenth Ave., Franklinton, La. 70438.

I WANT DETAILS on Pullman car *James Hay Reed* on the Pennsy.—J.J. Weishaar, Jr., D.M.D., P.C.—205 N. Franklin St., Nyack, N.Y. 10960.

RECENTLY BOUGHT a lantern with markings "Adams & Westlake Co., I.R." Anyone have info?—S.L. Robertson, 5200 S. College Dr., Bloomington, Ind. 47401.

WHAT HAPPENED to ex-Reading GP-7's, Nos. 600-666? How many cars could a single Reading T-1 pull up Frackville grade?—Thomas G. Hughes, Jr., 612 Ridge Ave., Pottsville, Pa. 17901.

THAT HAD to be a typo in Jan. '76 issue about late King Edward VII visiting Canada in 1919. You must have meant Prince of Wales, who later became King Edward VIII.—Wilbur Freeble, St. George Hotel, Santa Cruz, Calif. 95060. *(Ed. note:* You couldn't be more right).

I WANT INFO on the trackage that was to have been built from the Central Vermont mainline at Palmer, Mass., to Providence, R.I. You can still see part of its grade in and around Central Falls. R.I.—Robert J. Andrews, P.O. Box 935, Norwich, Conn. 06360.

ADD TO YOUR LIST of eastern U.S. open trolleys in 1917 a total of 1172 operated by Brooklyn Rapid Transit, later Brooklyn Manhattan Transit. Of these only 163 were single-trucks, the balance were double-trucks of the 12- and 13-bench variety.—Harold B. Olsen, 146 E. 5th Ave., Roselle, N.J. 07203.

ANYONE tell me if a Chicago & North Western E-2 Pacific is on display? If so, where? Were any Chicago, Milwaukee & St. Paul 0-6-0 switchers with sloping-back tenders saved? Where?—Frank Klimas, 3651 W. Montrose Ave., Chicago, Illinois 60618. ●

PASSENGER TRAIN SURVEY

FOR THE FIRST time in eight years, rail service has been restored to Minnesota's third largest city, Duluth, with Amtrak's daily train, *The Arrowhead,* from Minneapolis to Superior, Wisc., being extended four miles to Duluth after construction of a $107,000 station there. Another extension is Amtrak's new *Colonial,* linking Williamburg and Newport News, Va., to Washington and New York, now also serving Boston and other Northeast cities. Schedules between New York and Newport News have been cut 20 minutes southbound and 39 minutes northbound.

Amtrak's program for "Rediscovery of America" covers a wide range of special trips from "quickie" stopovers to deluxe escorted tours which also include Canada and Mexico. You can get without charge a new, four-color, 76-page tour book, magazine-size and handsome, listing 82 spring, summer and fall tours from any Amtrak travel agent or by writing to Amtrak Travel Center, P.O. Box 311, Addison, Illinois 60101.

W.S. Smith, manager of sales planning, says increasing numbers of travelers are buying these tours as well as tickets: 1976 sales gained 39 percent over 1975. The least expensive package, a "Trainload of Fun," costs $7.50 for a day's stay at Reno or Sparks, Nevada. This consists of coupons with a face value of $70 good for refreshment or play at six casinos. It does not include rail fare, hotel, or meals.

Costliest is the 25-day, escorted, Grand Circle Americana tour out of New York City to U.S. and Canadian national parks such as Grand Canyon, Yosemite, Glacier, Lake Louise, and Banff. The top inclusive $2,733 price features the most deluxe possible rail accommodations. Other tour packages go to some Southern destinations: Pinehurst, N.C. (four days, including unlimited golf and tennis, from $138); Hilton Head, S.C. (four days, including two meals daily, from $187); and Savannah, Ga. (three days, including dinner at the Pirate's House, from $72.50).

A rail-sail escorted tour offers a week's voyage on the new *Mississippi Queen* (sister ship of the famous *Delta Queen)* down the big river from St. Louis to New Orleans, with stops at Memphis, Vicksburg, and Natchez. With rail transportation from New York to St. Louis and back from New Orleans, this 16-day safari throws in an excursion from New Orleans to Biloxi and Mobile. The cost starts at $1,488, depending on cruise accommodation.

Williamsburg, Va., now easily reached by rail via Amtrak's direct *Colonial* from New York and Washington, is nicely packaged, too (from $99, for three days including rail fare from Washington). A widely-available tour package, especially for those using the unlimited travel USA

Rail Pass, is the "Rail, Road & City Adventures," offered in 222 of Amtrak's cities. This includes use of a Hertz rented car and overnight stay in a Holiday Inn for as little as $35.95 per day (for up to four persons).

LIKE EVERYTHING else, some of Amtrak's prices have gone up again. Effective April first, economy express rates soared 5 percent—due, of course, to inflation. However, the flat $10 for Amtrak's priority express remains the same, and so do ordinary train fares.

Economy package express may be used by individuals or businesses to send packages or shipments between 301 stations in the Amtrak system. Single packages up to 100 pounds, and up to 48" in any dimension—or multiple shipments of up to 1000 pounds—may be sent from 21 major stations without prior arrangements. The 280 other Amtrak stations will take individual packages up to 50 pounds, 36" inches in any dimension, or shipments up to 250 pounds without prior arrangement. Packages or shipments over the weight limit will be handled only if staff or equipment is available. Rates are based on distance and weight.

The shipments must be under 25 pounds each, with a flat $10 charge between any two points. You must take priority packages to Amtrak's express offices at least 30 minutes before train departure. You may pick them up at the destination within 30 minutes after the train's arrival.

Amtrak custom express is an individualized service to frequent, regular users. The services and rates are tailored to meet traffic requirements. It is used by shippers for publications, drugs and pharmaceuticals, automotive parts, and other items.

While the American Freedom Train criscrossed the continent last year Americans could see, photograph, and board it. But the ordinary citizen couldn't enjoy the thrill of riding behind its great 4-8-4 steam engine. In 1977 from April 13th through May first anyone who could afford the time and money could ride on a special, once-in-a-lifetime steam trip progressing from Birmingham, Ala., to Portland, Ore., via New Orleans and Los Angeles.

The locomotive is Southern Pacific 4449, which powered AFT on much of its Bicentennial journey. Amtrak President Paul H. Reistrup agreed to a Freedom Train Foundation request to return the huge Northern type, which with tender weighs 425 tons, to her home base in Portland. In her heyday the 4449 pulled SP name-trains such as the *Sunset Limited,* the *Starlight,* and the *San Joaquin*—trains which run today under Amtrak's banner. Amtrak operated the 19-day special in daylight segments averaging 100 miles a day. Some railfans rode for part of one day, others for one or more days or for the entire trip of 3,655 miles, including 61 city and town stops.

Changing the subject, Reistrup has signed an agreement to lease two high-speed Canadian-built LRC (Light, Rapid, Comfortable) trains. They will go into service experimentally in late 1978 or early 1979 between Seattle, Portland and Vancouver, B.C.

Conversion of *The Adirondack* to newest passenger equipment indicates that all seven Turboliners ordered by Amtrak from the Rohr Corp. and especially designed for service out of New York's Grand Central Terminal have now been delivered and are in service. The trains utilize third-rail electric power in and out of the big station, switching to turbo power outside the city with no engine change.

Nancy Ellrodt wrote in *The Milwaukee Journal:* "The *Empire Builder* on the northern route serves a respectable hot turkey sandwich for $2.75—and no extra charge for viewing the magnificent mountains of Washington and the infinite prairies of Montana and North Dakota. . . . Through my magic train window I saw antelope and deer, and red foxes playing outside their dens."

Doug Willis of AP in the Long Beach, Calif., *Independent Press-Telegram:* "An Amtrak ride can turn a necessary trip into a mini-vacation . . . Like millions of Americans today, I had never ridden a regular passenger train. Well, I finally did it. The biggest treat was getting away from things. For 12 hours I was out of contact with the telephone, radio, television, or newspapers. I had no choice except to relax."

David Young, in *The Chicago Tribune:* "A full moon illuminated the crags of Glacier National Park in a pale white light . . . in the Cascade Mountains. The train pulled slowly through the fog-shrouded valleys to burst unexpectedly into the sunlight at the crest. From there to Seattle, 14,000-foot Mt. Rainier lay blanketed in ice and snow. These scenes Amtrak can offer, but no airline can match."

The Jersey City Journal carried this comment by Lois Fegan: "Curing the hangover of round-the-world jet lag is easy if you do the last 3,000 miles by rail. With 22,000-plus miles behind us, we opted to let Amtrak's wheels carry us the final segment from Oregon. The telling fact after a trip anywhere is—Would you do it again? Ride the train coast to coast? What time tomorrow does it leave?"

AMTRAK has lost its fight in an appeals court to force the former Penn Central to spend about $22 million to repair track in Indiana. The dispute involved 360 miles of line between Kankakee, Ill., and Louisville, Ky., on the route of the Floridian. Meanwhile, 12 lines have asked for ICC authority to intervene on behalf of the Union Pacific in a case with Amtrak involving compensation for contracting maintenance of way.

The railroads have basic agreements with Amtrak and support UP's contention that Amtrak must compensate the carriers for track maintenance. They said the authority rests with the ICC. But Amtrak has asked the National Arbitration Panel to determine if the agreement requires UP to provide track maintenance without compensation.

Railroads seeking to intervene are the Santa Fe, Chessie System, Burlington Northern, Milwaukee Road, Conrail, Illinois Central Gulf, Louisville & Nashville, MoPac, Norfolk & Western; Richmond, Fredericksburg & Potomac, Seaboard Coast Line, and Southern Pacific.

Down by the Depot

QUEENSGATE is the name chosen by directors of the Chesapeake & Ohio and Baltimore & Ohio for the new $56 million Cincinnati Terminal after a system-wide competition among employees. Four submitted the winning name: Gerard H. Chabot, senior engineer-contracts; J.B. Crosthwaite, engineer; Frank C. Glasmeyer, retired carpenter, and James Owens, yard foreman. Each winner was given a reward.

A TEMPORARY passenger station at Rochester has just been erected and opened for service very near the old four-story depot, which is now being demolished. The old edifice is one of five stations being replaced or rebuilt under a joint Amtrak-New York State program. Amtrak will pay $1.2 million toward the Rochester project, the state will contribute $577,560, and the city is providing land valued at $307,000. The new building, when completed by May 31, 1978, will occupy 7,200 square feet and a lighted parking area.

Elsewhere, Amtrak has authorized improvements totaling almost one-half million dollars for 13 passenger stations in Utah, Idaho, and Oregon in preparation for a new Salt Lake City-Boise-Seattle service tentatively scheduled to begin May first. Besides the Union Pacific station in Salt Lake City, they include Brigham City, Pocatello, Shoshone, Mountain Home, Boise, Nampa, Ontario, Baker, La Grande, Pendleton, The Dalles, and Hood River.

BOOKS of the RAILS

by Gorton T.H. Wilbur

***THE WATER LEVEL ROUTE,* by Charles M. Knoll, 64 pages, 8½x11″, softbound, photos, maps, diagrams, timetables, brochures, published by Rochester Chapter, NRHS, $4.95. (Available from Railroad Magazine Book Service.)**

Charlie Knoll visited us a couple of years back outlining what he had in mind for a book. His ideas were sound and the final product, *The Water Level Route,* is very good. For New York Central fans especially, this pictorial journey between New York and Buffalo rates a spot in your library. All types of power are shown from Mohawks, Hudsons, and Niagaras to *Beeliners* and Alco-GE RS3s. And you don't want to miss the high noon of the *20th Century Limited* or riding the hack into North Ilion on a wintry day behind an L3a class No. 3020.

Pix by Ed Nowak, Ron Amberger, Adrian Buyse, and *Railroad Magazine* add character to the book. My favorite among its many photos shows NYC&HR inspection engine *Ontario* in the Mohawk Valley at Little Falls about 1890. This volume never aimed to be a comprehensive history. It is an intriguing collection of photos, heralds, logos, slogans, notices, etc., which appeared on rolling stock, timetables, brochures, and other promotional material. I like it. I think you will, too.

***THOSE DAYLIGHT 4-8-4's,* by Robert J. Church, 130 pages, 8½x11″, hardbound, photos, specs, diagrams, maps, Kratville Publications, $18.50. (Available from Railroad Magazine Book Service.)**

Daylight 4-8-4, GS-4 No. 4449, is no stranger to railfans who followed the progress of the American Freedom Train around the country last year. While the book contains a chapter on 4449, it is an overall spread on Southern Pacific's Daylights, told with good pix, interesting specs, and diagrams that should be a special joy to the modeler. Make no mistake about it, those Daylights were beauty highballing along SP's 471-mile Pacific Coast line between Los Angeles and San Francisco. It is a story of classic trains with distinctive locomotives.

***RAILROADING COAST TO COAST,* by S. Kip Farrington, Jr., 305 pages, 8½x11″, hardbound, photos, maps, diagrams, trip specs, Hastings House, $25. (Available from Railroad Magazine Book Service.)**

Kip Farrington, Jr., one of the few authors ever listed in *Who's Who in Railroading,* rode steam, juice, and diesel cabs from the 1920s to the 1950s. Oddly enough, in his 200-plus trips he kept few transcripts of locomotive runs, his usual procedure being to write down any run he was interested in on the operating timetable of the division he was riding.

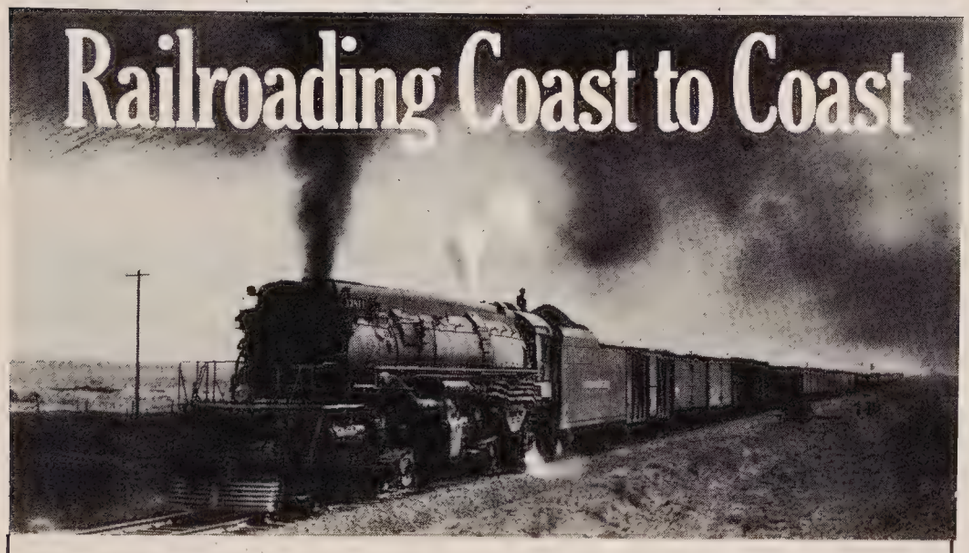
In this, his 10th, railroad book you will find these accounts interesting. His experiences cover 30 North American railroads, including trips over the Continental Divide, the Sierra Nevadas, the Alleghenys, and dear old Saluda, to name a few. Many top railfan photographers such as *Interesting Railfan* Jerry Best, R.H. Kendig, Bruce D. Fales, and the late Otto C. Perry add their professional touch to embellish the text of an authentic book.

Interesting Railfan Howard Fogg writes: "A book could be written about Kip and his locomotive rides. It has been written, and this is it."

***LIONEL TRAINS, STANDARD OF THE WORLD, 1900-1945,* edited by Donald S. Fraley, M.D., for the Train Collectors Association, 184 pages, 8½x11″, photos, listing and index, Train Collectors Assn., $15. (Available from Railroad Magazine Book Service.)**

It doesn't have to be Christmas time to enjoy this book. The name Lionel has long been synonymous with toy trains. I have yet to meet a railfan who wasn't pushed into this hobby as a kid by Santa Claus with either the wind-up or electric variety. TCA members spent over 2½ years researching material for this book, which includes more than 700 full-color pix. It covers every Lionel gage and contains a master list of all production items and set numbers from 1900 to 1969. A paint-chip chart showing all the colors Lionel used will help you to identify and date your finds. Trolleys, streamliners, tenders, specials, catalogs, and so on.

The book is published by Train Collectors Assn. to further the hobby of collecting mass-produced toy trains. TCA is a non-profit corporation founded in 1954 at Yardley, Pa. Its purpose is to bring together persons interested in collecting ans operating "tinplate," a word used to describe mass-produced toy trains as opposed to hand-built and kit models. TCA recently completed a museum at Strasburg, Pa., that's well-worth looking into. For more info on TCA, write them



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Periodicals and Journals

NATIONAL RAILWAY BULLETIN is edited by Wm. C. Wagner, one of our *Interesting Railfans,* for National Railway Historical Society, Box 2051, Philadelphia, Pa. 19103. This is Volume 41, No. 6, 1976, featuring such interesting articles as "The Erie in the Genesee Valley," by Edwin C. Storey; Robert D. Threlkeld's "A Pow-Wow With the Chief," an article about Great Lakes carferry *Chief Wawatam* and Paul Kutta's "The Green Diamond." Also "Chicago, Milwaukee & Gary," by Jerrold F. Hilton, and Ed Immel's "The Development of Portage Railways on the Columbia River." Bob Clarkson's front-cover shot catches Burlington's westbound *Afternoon Zephyr* hurtling by an Aurora commuter train at Berwyn, Illinois.

THE LENSMEN, Vol. 5, No. 4, May 1977, edited by John R. Taibi also an *Interesting Railfan*, 14 pages, softbound, 8½x11", glossy paper with excellent pix, Box 300, West Brentwood, N.Y. 11717. Published quarterly for $1, annually $4, Canada $4.75, overseas $5.50. Sample copies and back issues $1 each. Diesel fans will like this Spring edition.

GG1 enthusiasts will enjoy the shot by George R. Robertson of 4887 battling snow at Paoli, Pa. And there are Santa Fe's red, yellow, and blue bonnets of fond Western memory and Burlington's three F's and four mixed SD7/9's rolling past the station at Pueblo, Colo., and EL eastbound Lake Cities at Kent, Ohio, NKP steam and a St. Lawrence Valley Ry. Society fantrip in the snow balance a fine edition.

MIDWESTERN RAILS, edited by Frank L. White, White Publishing, 208 N. Stewart St., Geneseo, Ill. 61254, $7.50 in the U.S. and $9 foreign for 12 issues. Good pix and lively articles for the Midwest railfan. Frank sells back copies of MR, issues 1-15, singly at 65¢, or 60¢ each if you buy 5 or more.

CANADIAN RAIL, Canadian Railroad Historical Assn., is a good, slick-paper, railfan monthly, until recently, edited by S.S. Worthen but now by Peter Murphy, Box 22, Station B. Montreal, Que., Canada H3B3J5. Regular CRHA membership is $12 annual or associates $9 receive 12 issues of CR covering Canadian steam, juice, and diesel operations, historic and current, with a sometimes steamship article.

THE BULLETIN, Railroad Station Historical Society, edited by *Interesting Railfan* Wm. F. Rapp, 430 Ivy Ave., Crete, Neb. 68333, with pix, diagrams, maps, etc., published six times a year, $3. This growing Society, with members all over the U.S. and Canada, is dedicated to the history of old rural depots as well as preserving more recent stations, maybe in or near your hometown.

WHEEL CLICKS, edited by Marti Ann Draper for Pacific Railroad Society, Inc., Box 8726, San Marino, Calif. 91108. Membership of $10 per year gives you 12 issues of this fine glossy-page Pacific Coast journal and a share with others in railroad operations, travel, and history.

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HOBBY CLUB

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An early evening scene in Roanoke, Va., remembered by many who visited this Mecca of N&W steam. Railroad offices on left of Hotel Roanoke.

Norfolk & Western Railway

VARIOUS National Railway Historical Society newsletter eds tell me they are pleased with the early start by Roanoke Chapter given to the 1977 NRHS convention that Roanoke is hosting Aug. 31-Sept. 5. This should be true of the general membership, too. The boys consider it one of the earliest detailed convention programs ever sent out to members. And, from what I read, Allan Vaughn finds it a good one in this, his first convention as president of the Society.

Roanoke emphasizes variety—steam and diesel, main and branch line excursions with many photo runbys, and tours to points of interest in a city deep in rail lore. Also non-rail activities for those who enjoy such options. Hotel Roanoke will be convention headquarters, with good accommodations, display areas, good dining rooms, etc. Special rates include $18 single room, $23 double (plus tax).

Special convention cars departing via Southern Ry. from Washington, D.C., and Atlanta, Ga., on the evening of Wed., Aug. 31st, will reach Durham, N.C., next morning. A special train will then operate over the N&W (what else?) through Lynchburg to Roanoke, Va., arriving in the late afternoon behind steam power. A slide or movie show is planned for the evening.

On Friday, Sept. 2nd, a 32-mile diesel round trip over the Shenandoah Valley line and the Lone Star branch of the N&W will fill the morning hours, that afternoon there will be a diesel rail tour of N&W shops and Roanoke Terminal, including a leisurely visit to the popular Roanoke Transportation Museum. The Directors' meeting is set for Friday evening. Slide or movie entertainment will be provided. A steam-powered "triangle" trip through the Blue Ridge Mountains is scheduled for Sat., Sept. 3rd, following the N&W mainline to Lynchburg and the Southern main to Altavista, returning to Roanoke via the former Virginian Ry. That evening at the annual banquet, NRHS members will be addressed by John P. Fenwick, president of the Norfolk & Western.

On Sun., Sept. 4th, an all-day steam excursion will be run through the beautiful New River Valley and Alleghany Highlands to the West Virginia coal fields, returning to Roanoke by evening. The Convention Special returns to Washington by an alternate route on Mon., Sept. 5th, arriving in time to allow for both north- and southbound connections. More details on trips and other activities, also a cost list, will be included fairly soon in the 1977 Convention brochure.

"BUD" COMES of White River Valley Railroad Photography Co. tells me that his outfit is selling three sets of 8x10" color railroading pix at $15 a set. All photos—and they are good—were taken by Bud with a large-format camera. Pix can be bought only as a set. As a for instance, set #1, "Vermont Railroadin' Potpourri," includes B&M *Minuteman* No. 1751, lashed up with a couple of Geeps, pulling into White River Jct., Vt., after hauling her freight down from St. Johnsbury on May 3, 1976; also Green Mountain diesel 305 en route to Rutland last July, and a shot of CP 1246, in Rutland paint scheme and numbered 82, at Steamtown in Dec. '73. That's W.C. Comes, Jr., with above named company, at P.O. Box 105, Hancock, Vt. 05748.

Also in New England, Jerry Angier, newly elected president of RRE's Portland Div. 470 Club, has dates set up for the Club's popular fall foliage trips; Sat., Oct. 1, and Sun., Oct. 2. Jerry didn't send me any figures on Oct. 1, but the Island Pond via Grand Trunk trip on Oct. 2 will cost $30 this year, due to CN's increased guarantee. This is always a crowd-pleaser. Don't miss it!

Boston & Maine Railroad Hist. Society, that gave us an interesting book on the Central Mass. last year, is making plans for a possible new book on B&M passenger equipment. They need help with the project such as willing manpower and a bibliography of articles and sources of info on passenger cars, especially pix. Contact Roy Hutchinson, 37 Pearl St., Reading, Mass. 01867.

CHUCK MEEHAN not only works for a good newspaper, *Dallas News,* but also is a conductor on the Texas State R.R. He writes that Ed McLaughlin, superintendent of the railroad, opens the TS to the public on May 28th and 29th. From June 4 through Sept. 4 there will be one round trip each Friday, Sat., and Sun., leaving Rusk depot at 11 a.m. for the approximate three-hour trip behind an ex-Southern Pacific oilburning 4-6-0 Baldwin. Chuck says the loco takes on water at the Palestine water plug and again at the end of the trip at Rusk for the benefit of railfans with cameras. The passenger equipment consists of one ex-Santa Fe heavyweight combine and three ex-Rock Island lightweight chair-cars. The cars have been refurbished with new upholstery, floor mats, restroom facilities, and working windows. All are painted canary yellow with alternate black-ochre-black horizontal stripes, lengthwise. The combine features on-board snack facilities.

FRED STINDT, chairman of Pacific Coast Chapter of Railway & Locomotive Historical Society and one of our *Interesting Railfans,* writes in the chapter's newsletter of President Howard Greene's award to Freeman Hubbard of the R&LHS 150th Stockton & Darlington anniversary silver medallion for his exceptional contributions to railroad history and for blazing the railfan movement as far back as the 1930s.

Farther down the Pacific Coast in San Diego, Robert M. Sherman has made up a lot of 100 to 200 4x8" pen-and-ink locomotive and other railroad drawings selling for $5 a copy. His ad-

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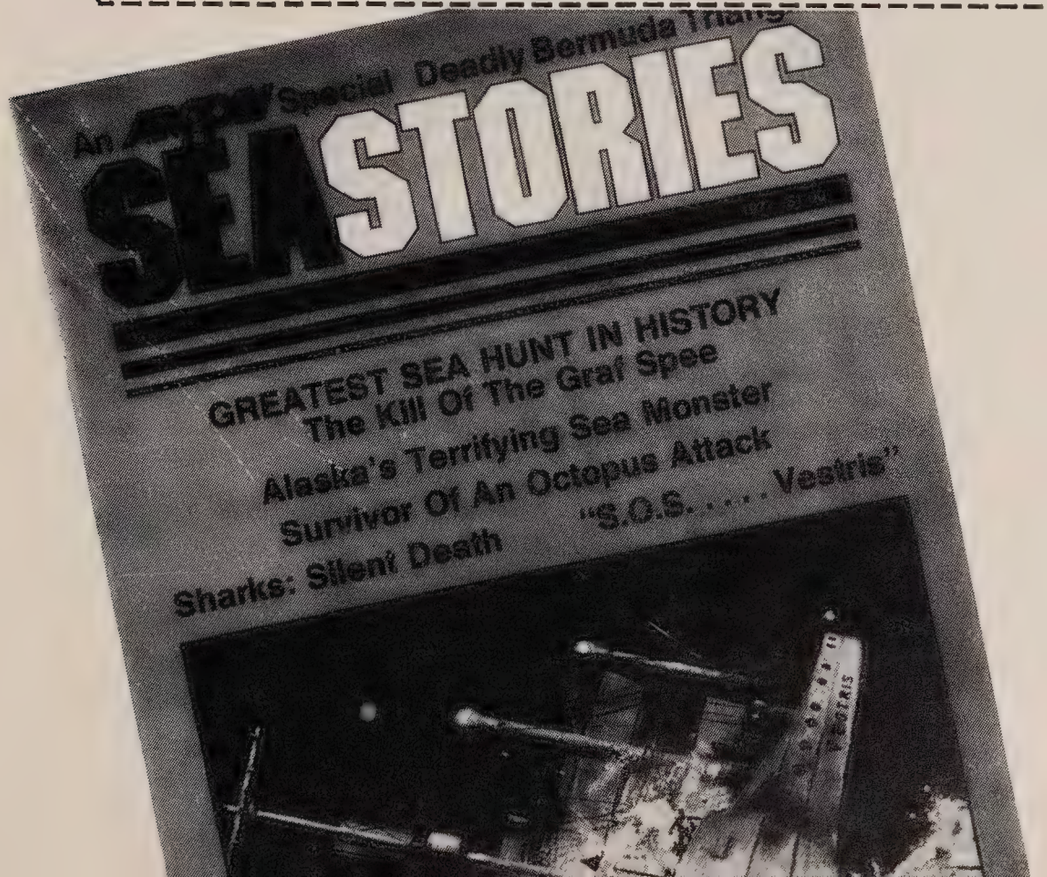
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In the Pacific Northwest, Larry Peterson, ye ed of Tacoma Chapt. NRHS newsletter, *The Trainsheet,* writes that the Tacoma Museum will acquire a new engine for operation on its tracks at Point Definance Park. She is an 80-ton 3-truck Heisler which saw service on a logging railroad in Oregon before being moved to the property of its present owner, Clyde Shurman of Woodland, Wash. The Museum plans to restore her to operating condition and use her alternately with its 90-ton Shay, *Klickitat,* No. 7.

MIDRAIL '77 will be at St. Louis on Oct. 14, 15, and 16. This well-known Midwest gathering of the railclan will be sponsored this year by St. Louis Chapt. NRHS and St. Louis Div. of Railroad Enthusiasts. We have no specific activities to report other than the dates, but if past Midrail safaris are any criterion, this should be another good one. There is a lot of action in the St. Louis area. Hopefully, more about it in next month's column.

ANTHONY RICE tells us that the Anthracite Rail Club, 14 W. Franklin Street, St. Clair, Pa. 17970, has opened associate membership to the public. Dues at $5 a year will give you such benefits as discounts on items sold by the Club and the newsletter *Cinders & Ballast.* Write the club secretary for more info.

NEWLY RE-ELECTED president Mel Ost of Railroad Enthusiasts says that the former president of the Chesapeake Div. of RRE, William Howes, an executive with the B&O-C&O, has charge of the Baltimore & Ohio's 150th anniversary this year. B&O has an ambitious schedule of steam trips throughout the system, with two RRE divisions assisting as crew safety personnal. Mel hopes CN 6060 will run a private-car trip out of New London, Conn., north on the Central Vermont on a fall foliage trip, maybe in Oct. Other RRE officers elected at a meeting in Hartford are Laurence Blanke, vice president, William S. Webber, treasurer, and Pomona Atherton, secretary.

LEW CATHEY, ed of Piedmont Carolinas Chapt. NRHS newsletter *The Piedmont Flyer,* paragraphs that *Tweetsie and the Clinchfield Railroad,* a book by member Clyde J. Dellinger, is in its second printing and will cost $3.75, postpaid. Contact Clyde at 4218 Blackwood Ave., Charlotte, N.C. 28205.

TENN. VALLEY Railroad Museum at Chattanooga, with Paul Merriman at the helm, has opened its 1977 season and will stay open for visitors to see its interesting railroadiana until Oct. 9. Already the wheels are rolling with thoughts about their Autumn Leaf Special to Crossville on Oct. 15, 16, 22, and 23.

Further south, the Alabama Gulf Railroad Club newsletter *Iron Horses* says Mobile is fortunate in having two railroad locations designated as Significant Historic Landmarks by the Alabama Historical Commission. These are the GM&O station at Water and Beauregard streets and the Frisco passenger locomotive in Langan Park.

PRESTON E. MILLER, Four Winds Historic Village, St. Ignatius, Mont. 59865, writes that the Northern Pacific, depot at Ravalli, built in 1885, is being restored and he'd like to hear from any sources with info or items that might be used.

RAILFANS VISITING British Columbia this summer should make a point of taking in the Kettle Valley Ry. depot at Summerland. According to the Scotian Railroad Society of Halifax, N.S., the station is now the home of the Summerland Railroad Museum, officially opened last summer by the Okanagan Historical Society. It has been restored after being vacant for years and is filled with railway memorabilia as well as historical items about the town's past. Scotian also reports that the Canadian National passenger station at Pictous, N.S., has been designated for preservation. The Historic Sites and Monuments Board will erect a plaque there.

Jim Plomer, a director of R&LHS from Milford, Ont., reports on a recent trip to South Africa that it was good to see Baldwin and Alco steam locos in good condition still at work around Pretoria. He also sends us the sad news that Ron Morel, widely known in northern Ontario railfan circles and the muscle behind the railway museum at Kapuskasing, was killed in a highway accident.

TOM DANIELS, ed of Colorado Midland Chapt. NRHS newsletter, *Midland Rails,* writes that the Cumbres & Toltec Scenic will operate trains this year Sat., Sun., Tues., and Wed. from June 11th through Oct. 9th. Fares are unchanged from last year. Adults, $16, and kids under twelve, $6. Waycar 05635 is available for charter. Further info from Agent, C&TS, P.O. Box 668, Antonito, Colo. 81120, or Agent, C&TS, P.O. Box 789, Chama, N.M. 87520.

DAVE WILLIAMS is doing a nice job with the new Electric Railroaders Association *Headlight News Journal.* HNJ and their good slick paper *Headlights* are sent free to all ERA members in good standing, otherwise both for $11 by subscription. ERA dues are $10 a year plus $1 initiation fee. For more info on this fine organization write to their new address, 4 West 40th St., New York, N.Y. 10018.

JENNIFER GOLDEN, Illustrations Dept., Octopus Books Limited, 59 Grosvenor St., London, England, W1X9DA, is looking for pictures, preferably in color, for forthcoming Encyclopedia of the Railways. Also material on early Pullman cars, including the first Pullman introduced into Britain by the Midland Ry. in 1874, Pullman bogie coaches, interiors and exteriors of 1930s models, dining car and kitchen shots, some of the 1920's Limiteds, including the *Blue Comet, Empire State Express, Yankee Clipper,* etc., posters in color advertising Pullman services in the 1920-'30 era, examples of private salon cars built for famous personalities, color shots of restored coaches, and a portrait of George Mortimer Pullman. Also historical and modern material on Southern Pacific. ●

SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: July issue closed Apr. 15.)

FOR SALE 150 different railroad emblem watch fobs, $2.50 each. Tie-tacs, key chains, tie-clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film cameras, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

OLD STATE, RAILROAD & COUNTY MAPS. 70-110 years old. All states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

20th CENTURY LIMITED GLASSES. Attractively decorated in red and grey, 12 oz. size. Set of six, $12 plus $3 shipping.—Marquis, Box 68, Bryan, Ohio 43506.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, will sell two large cartons holding about 2,000 emp. and public tts. from 1950s and '60s for $200 plus postage.

TIMETABLE GRAB BAGS, all new material, back to early 40s $10.25; clear plastic slip covers for public timetables only $7.35 per 100. We

Trainman Steve Payaten tightens brake-wheel of East Broad Top coach 15.
Photograph by J. J. Kelly

buy timetable collections.—Coval, 21 E. Robin Rd., Holland, Pa. 18966.

WANTED: Timetables, lanterns, keys, cap badges, china, other items of railroad interest, one or a collection.—Jim Prokes, 7850 S. Kenneth, #10, Chicago, Ill. 60652.

TIMETABLES FOR SALE: New lists quarterly, send SSE for latest list. Paying maximum prices for your collections, one or a thousand,—Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

EUREKA SPRINGS RAILROAD and Missouri & Arkansas RR. Museum. Newsletter $1. Information packet on organization $5 (refundable).—2421 N. Ramsey, Springfield, Mo. 65803.

RAILROAD JEWELRY: Tie tacs, cuff links, tie bars made from old date nails. Authentic conversation pieces. Brochure 25¢.—Norjeanne Enterprises, 17201 Drexel, South Holland, Ill. 60473.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks, and signs. — Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

PAUL GARDE, 35-SLIDES CO., BOX 6098, Colorado Springs, Colo. 80934, out of business except to sell some slide collections of railroads and trolley in East and South-Southeastern regions. Large SSE for info. State wants.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful railroad stock certificate; $2. Also eager to buy all stock certificates and bonds! — Ken Prag, Box 531R, Burlingame, Calif. 94010.

WANTED: Copies of photos of the Eureka Springs Railway or the Missouri & North Arkansas.—Steve Chyrchel, Route 2, Eureka Springs, Ark. 72632.

"SMOKE, STEAM & CINDERS," a pictorial history of railroading along the Middle Division of the Pennsylvania Railroad, $2 per copy plus 50¢ for postage and handling. Send check or money order to Pennsylvania Mirror, Box P-10, State College, Pa. 16801.

WANTED: DENVER TRAMWAY photos, slides, negatives (b&w or color, original or copies), postcards, blueprints, system route maps, written history, *anything* on horsecars, cable-cars, streetcars, trolley coaches, city buses, in service or out of service (off trucks). Also same material on all other Colorado cities. Please write.—James Kunkle, Denver Tramway Historian, P.O. Box 2984, Denver, Colo. 80201.

RAILROAD RECORDINGS WANTED: LPs, tapes, cassettes!—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class I, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accululations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

BIG LIST DINING-CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining-cars, lounge cars, freights, etc., small to large amounts; good prices paid.

RAILFAN LOCATIONS, branch lines, diesel rosters, news, photos, and maps in *Midwestern Rails,* 12 issues only $7.50 — White Publishing 208-L, N. Stewart St., Geneseo, Ill. 61254.

BOOK SEARCHING SERVICE: It's possible to locate almost any book published; also pamphlets, guides, catalogs, periodicals, maps, history, etc. — BOOK STOAR, 1111 Colcord, Waco, Texas 76707.

NEW ENGLAND DIESELS, by Albert and Melvin. From beginning diesel power through present, containing over 420 photos, map coverage, full indexing, 232 pages, hardbound, numbered, $24.95 postpaid. Large SSE brings flyer. — George R. Cockle and Associates, Box 1224 DTS, Omaha, Neb. 68101.

BUFFALO & LAKE ERIE TRACTION: The Grape Belt Route. Silver Creek, Dunkirk, Westfield, Erie. Eight companies, five maps, over 300 photos. *Erie Rapid Transit to Cambridge Springs,* out in July. Send SSE. *Bath & Hammondsport Railroad, Fonda, Johnstown & Gloversville Railroad, Albany-Hudson 3rd Rail,* books, 8½x11", $4.95. — Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

200 *RAILROAD BOOKS.* 25-year collection includes *Poor's* 1871-'72 to 1905. Many Western roads. List of 9 pages, send long SSE. — Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

WANTED: Enamelled signs: Pennsylvania RR, NYNH&H, NY Central, others. Books: *The RR. Station,* Meeks; *Freight Terminals and Trains,* Droege; *Central New England,* Gardner; *Stations West,* Culp. Send info on condition and price. Also looking to buy rr. station in N.H. — W.O. O'Donnell, 2556 Ash, Denver, Colo. 80207.

WANTED: *Railroad Gazette,* 1885-1889; *Railway Review* 1912-1926. Have several volumes of *Railway Age* for sale or trade. Also want ICC accident reports before 1962. —Robert L. Harvey, 3821 Skyland Drive, Kingsport, Tenn. 37664.

NESTLE'S RAILROADIANA. Buy and sell all items of railroadiana: timetables, passes, magazines, etc. Send requests with SSE for items desired.—R.D. #2, Greenwich, N.Y. 12834.

3-D SLIDES WANTED: present-day scenes of PCC's and trolley buses in San Francisco and Seattle. Will buy or trade for Chicago area material.—John Tomisek, 9822 S. Lawndale, Evergreen Park, Ill. 60642.

RAILROAD MOVIES: 16mm sound, 8mm color, b&w steam, diesel, electrics, traction. Large collector's list for $1, refundable.—James A. Businger, 191 Inwood Blvd., Avon Lake, Ohio 44012.

FOR SALE: assorted back issues *Railroad Magazine* 1948-1976; *Trains* 1964-1976. *Official Guides,* books, others. List for SSE.—Eberhard Luethke, Main St., East Haddam, Conn. 06423.

FOR SALE: old diesel slide originals from the '50s and '60s. PAs, FAs, FTs, Es, FMs, Baldwins, etc. List for SSE.—R.R. Wallin, Box 1784, Springfield, Ill. 62705.

FLOATING RAILROAD BRIDGE OVER MISSISSIPPI. Complete plans and history are part of new 240-page book, *Marquette, Biography of Iowa Railroad Town,* $5.95 paperback, $9.95 hardback Add 50¢ postage and handling. Send SSE for book list to W&M Press, 6301 Colby, Des Moines, Iowa 50311.

STEAM AND DIESEL PHOTOGRAPHS: small stock left from Rail Photo Service files. Most all trunk roads, some shortlines. No list, state wants. Sent on approval; you pay first-class postage both ways. Size 616, 70¢ each; size 122, $1.10 each; 5x7", $4.50 each; 8x10", $6.50 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

WILL BUY OR TRADE for original diesel slides, all roads. Especially Bicentennials, Freedom Train, circus trains. SSE to G.R. Barker, 940 Draper Ave., Schenectady, N.Y. 12306.

FOR SALE: Bonanza of sport cards: hockey, baseball, football, etc. Total 951 cards. Sale is final. List available $2.—Claude Trudelle, 2811 Indian Creek Dr., Miami Beach, Fla. 33140.

KEROSENE HAND LANTERNS: 2 PCRR new condition, 1 IHBRR new condition, 1 ELRR slightly rusty, all $25 each. 1 PRR new condition $50. All lamps are Adlake 4½". 5 recessed light fixtures from old Pullman car 4½" wide, 9" high, very ornate, has light switch and coat hook built in, $15 each. 3 PC switchlocks $10 each. 1 PRR switchlock $15. 3 PC conductor's rulebooks $3 each. 3 PRR electrical operating instruction book $3 each. 1 PC train air signal instruction book $3. First four issues of "Conrail" $10 for set. All prices include shipping. Send checks to L. Foran, 97 Morningside Rd., Verona, N.J. 07044.

LIST 236B, pre-Amtrak system and commuter timetables, and Amtrak and Conrail timetables for sale. List, 14¢ in stamps.—Meyer, 128 Corner St., Watertown, Wisc. 53094.

FOR SALE: books, all exc. cond., only one of each; better order quickly; all but last one is hard cover, all postpaid: *Golden Age of Railroad,* by Stewart Holbrook, 182 pages, illust., $2.; *Railway Relics and Regalia,* by Whitehouse, 176 big pages, many rich color pix, pub. price $17.50, my price $5.; *The Railroaders,* Time-Life book, 240 big pages, handsomely bound, text, mostly pix, much color, $5.; *Car Builder's Dictionary, 1879* (reprint), 575 pages, illust., $1.50; *Railroads of Canada,* by Legget, 255 pages, illust., -ub. in 1973 at $9.95, my price $5.; *Great Ry. Bazaar (by Train Through Asia),* by Theroux, paperback "runaway best seller," pub. 1975, my price $1.25.—Freeman Hubbard, 420 Lexington Ave., Rm. 2540, New York, N.Y. 10017.

Coming Events

(No charge for listing here)

May-Aug.: Wilmington & Western runs steam pass. train Sat. & Sun. from Greenbank station near junction of Del. Rtes. 2, 41. Lv. Greenbank 12:30, 2, 3:30 p.m. Adults $2.50, kids 3-12 $1.50, under 3 free. Send SSE for brochure to Henry Dickinson, Jr., 109 W. Ashland Ave., Glenolden, Pa. 19036.

EACH MONTH except Aug., N.Y. Reg. of National Assn. of Timetable Collectors meets third Sat., 10 a.m., Penn Sta., NYC, in meeting room, lower level, near track 6. For Midwest Reg. NAOTC meetings contact Alan Follett, 300 N. State St., Apt. 5026, Chicago, Illinois 60610.

STEAM POWERED passenger train with ex-Reading T-1 No. 2101 on Chessie System celebrating B&O's 150th birthday.

May 28: Ferry move, Baltimore to Cumberland, Md., via Silver Spring. May 29: Ferry move, Cumberland to Pittsburgh, Pa., June 5: Pittsburgh to Wheeling, W. Va., and back; June 12: Pittsburgh to Connellsville and back; June 18: ferry move, Pittsburgh to Cleveland; June 26: Cleveland to Willard, Ohio, and back. Additional trips scheduled during summer from Detroit and Grand Rapids, Chicago, Cincinnati, Huntington, and Richmond, T-1 pulls open-window coaches, air-cond. cars, first-class accommodations, snack-concession-baggage car. Photo run-bys on most trips. Details from W.F.

THROW AWAY YOUR OLD GAS-GULPING, POWER-ROBBING SPARK PLUGS!

Now!...*Run Your Car Without Spark Plugs...

GET MORE HORSEPOWER, MORE MILES PER GALLON USING ONLY YOUR ORDINARY GAS!

***This revolutionary new invention, installed in less than 15 minutes, is so different it had to be given a brand-new name ... the FIRE INJECTOR. It must give you MORE horsepower, MORE miles per gallon for the life of your car. See unprecedented Guarantee below!**

Your car runs because gasoline is fed into the cylinders where a spark causes it to fire. This action causes the gasoline to explode—this explosion pushes down the pistons. Now, here is the important thing to you. The larger this spark is, the more powerful the explosion. The more powerful the explosion, the more **power** you get from a given amount of gasoline.

Poor explosion means wasted gas, loss of power, poor getaway, bad starting, a sluggish car. A good explosion means more miles per gallon, more horsepower, better pickup, quick starting, an exciting car to drive.

WHAT CONTROLS YOUR ENGINE EFFICIENCY?

Your spark plugs control the efficiency of that explosion. And if they are **borderline** plugs, not only do they give a small spark to begin with, but they get worse every mile you drive. **That** you can see for yourself! Put a new set of spark plugs in your car and then look at them at 100 miles — at 1,000 miles — at 5,000 miles. Every time you look you will see more filth and carbon...more of the electrode burning and eroding away.

Why, some of the new high compression engines can burn up a set of spark plugs in a couple of thousand miles of driving. *Now, you tell me how a weak, inefficient spark from a filthy, burned-out plug can possibly give you the kind of flashing, economical performance you want from your car!*

NEW PLUG OLD PLUG

Spark plug experts admit that plugs only 200 hours old can waste **up to one quart of gas out of every gallon you buy**...that's 25¢ for every $1.00 you spend. And—after only 10,000 miles, they're ready for the garbage!

STOP USING YOUR OLD BORDER-LINE SPARK PLUGS NOW!

Now, read very carefully what I'm going to suggest. I am going to give you the idea to **stop using 10,000-mile spark plugs in your car!** That's right...get rid of them forever! But, you may ask: *"If I get rid of my plugs, what will make my engine run?"*

Well, please remember that if you were told a couple of years ago that your car could run without a carburetor, you simply wouldn't have believed it—yet today you can have gas injection and get more mileage, efficiency and power from less gas—and in a few years gas injection will have replaced carburetors on most cars. In the same way, all you have to do is to replace your old, borderline, inefficient spark plugs with a modern fuel ignition system, and you can do it yourself in 15 minutes if you've never handled a tool in your whole life!

MECHANICS AND ENGINEERS READ THE FOLLOWING CAREFULLY

Now, the new fire injection I am talking about is so inexpensive that it can pay for itself in gasoline savings alone. For the moment, forget about the **extra pep, power** and **performance** that can be in store for you. Forget about the **savings in spark plug servicing and replacement, the savings in wear and tear on pistons and cylinders.** Just remember that *one plug mis-firing in a V-8 engine can cut mileage by as much as* 12%. Just remember that this fire injection system can pay for itself in gas savings.

Let me tell you how:

A spark plugs jumps a spark of electricity across an air gap; this is very wasteful, and limits the size of the spark.

A **fire injector** fires on the surface of a semi-conductive material which delivers a heavy, powerful flame that will not blow out at pressures far greater than those created by high-compression engines!

On borderline spark plugs, the air gap is always getting larger—wasting power and gasoline. Your plugs are constantly accumulating filth and carbon because of inefficient ignition.

A **fire injector** has no air gap to erode away. It will actually outlast your automobile, delivering maximum efficiency without servicing or replacement. There is no wasted gasoline, no loss of power to which you are entitled.

Ordinary spark plugs have to be replaced regularly — or for extra life, you must remove them — clean them — regap and then re-install them.

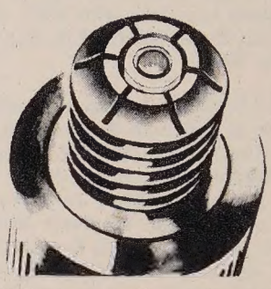
A **fire injector** is guaranteed for the life of your car - no cleaning, servicing, replacing.

POSITIVE, SCIENTIFIC PROOF!

When you get your set of **Fire Injectors,** here is all you do. If you have automatic transmission — make a note of how fast your car crawls forward when it is in the drive position with the motor idling. If you have a sports car, a racing car or a boat — make a note of the tachometer RPMs when idling.

If you have a regular transmission, put your car in low gear on a level road and notice its speed with the motor idling. Next, take any inexpensive spark plug wrench and remove your spark plugs. You'll never need them again! Just screw your **fire injectors** into the spark plug openings.

✓ CHECK THESE DIFFERENCES!

SPARK PLUG	FIRE INJECTOR
	
• Fires across air gap	NO air gap to erode away
• Wire electrode burns away	NO wire electrode
• Carbon ruins firing tip	NO tip deterioration
• Needs cleaning & setting	NO cleaning or setting
• Needs periodic replacing	NO replacing
• Spark blows out under pressure	NO blowing out even at highest compression

If you have automatic transmission, now put your car in drive and let your engine idle. If your car stood still with spark plugs, it will now move forward at from 4 to 6 miles per hour; that means the amount of gas that just kept your engine turning over will now carry you **further — faster — cheaper!**

If you have a racing car, sports car or boat, your RPMs will increase up to 200 *more* at idling, up to 300 *more* at high speed.

If you have regular transmission, in low gear and with your motor idling, your car will more forward 4 to 6 miles per hour *faster.* In other words, no matter what you drive, here is **absolute proof** that you can go **further** — go **faster** — go **cheaper** when you have proven **fire injectors** in your car!

ORDER YOUR FIRE INJECTORS NOW!

You can have your set of **Fire Injectors** for the year and model of your car for a fraction of their value, and if they do not deliver maximum performance, you get your money back within 30 days, or **FREE** replacement for as long as you own that car.

GUARANTEE: Use your **Fire Injectors** entirely at our risk ... give them every test you can think of ... **power — economy — starting — smoothness — performance,** etc. Then, if you are not completely satisfied at the end of 30 days, simply return them for full refund. We further guarantee **Free Replacement** of any **Fire Injector,** regardless of the reason, for as long as you own your car. Every set of **Fire Injectors** is fully protected by a world-famous insurance company.

INTERNATIONAL AUTOMOTIVE LABS CORP.
380 Madison Avenue Dept. RS-2706
New York, N.Y. 10017

Yes! ... I want to try **Fire Injectors** at your risk. If, at the end of 30 days I am not completely delighted ... if the **Injectors** don't do everything you say, I will simply return them for my money back.

☐ I enclose the full price ... you pay the postage.
☐ Send COD—I will pay postman plus postage and COD charges.

☐ Set(s) of **4** Fire Injectors **$7.90** ☐ Set(s) of **6** Fire Injectors **$11.85** ☐ Set(s) of **8** Fire Injectors **$15.80**

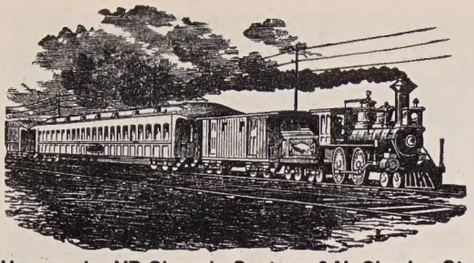
Car #1 Make_____ Year_____ Model_____ # of Cyls._____

Car #2 Make_____ Year_____ Model_____ # of Cyls._____

Name_____

Address_____

City, State, Zip_____



Howes, Jr., VP Chessie System, 2 N. Charles St., Baltimore, Md. 21201.

May 28 & 29: Knoxville to Jellico, Tenn.; return via Clinton on Sou. Ry. with 4501. Sponsored by Old Smoky Chapt. NRHS, P.O. Box 601, Knoxville, Tenn. 37901.

June 3-5: field study trip on *Coast Starlight*, museum tour at Rio Vista Jct. Query Dept. of Society and Culture, UCLA Extension, P.O. Box 24902, Los Angeles, Calif. 90024.

June 4 &5: Louisville, Ky., to Huntingburg, Ind., round trip daily with 4501. Sponsored by Louisville Chapt. NRHS, P.O. Box 16046, Louisville, Ky. 40216.

June 7-9: United Transportation Union, Region 6, meets at LaQuinta Royale Motor Inn, Corpus Christi, Tex. June 21-23: UTC, Region 9, meets at North Shore Motor Hotel, North Shore Plaza, Coeur D'Alene, Idaho; July 14-17: Region 1 meets at Sheraton Wayfarer Motor Inn, Manchester, N.H. July 20-22: Region 3 meets Hyatt House, Birmingham, Ala. Aug. 4-6: Region 2 meets at Seven Spring Resort, Champion, Pa.

June 11, July 9, Aug. 13: Trolley Car Lecture Series, educational and entertaining history, operations, technology, and humor of electric traction, 1 p.m., $1.50. Branford Trolley Museum, East Haven, Conn. 06512. Write museum for lecture series flyer LR.

June 18: 8th annual Bemis Street Ry. railfans' day. Narrow-gage steam train trips, flea market, model show. Space and tables $2. Write with SSE to Edaville R.R. Railfans' Day. P.O. Box 7, South Carver, Mass. 02566.

June 18-19: annual Steamtown railfans weekend, much steam action guaranteed; photo stops, run-bys, night photo session, door prizes, cab rides. Write Steamtown Foundation, Dept. RR, P.O. Box 71, Bellows Falls, Vt. 05101.

June 18-26: Black Hill-Mt. Rushmore historical tour via special bus plus Black Hills Central steam train. Amtrak to Cheyenne and return from Ogden. Contact James Weinberger, tour director, R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

June 18-19: Bluegrass RR. Museum trip thru 5 mountain states, 274 scenic miles, on Clinchfield R.R. behind steam and vintage F's. Lv. Elkhorn, Tenn., June 18 for Spartanburg, S.C.; return next day. All meals and accommodations included. Group discounts and family plans available. Contact BPM, P.O. Box 1711, Lexington, Ky. 40501, or call 606 745-1810.

June 18-26: Amtrak train Chicago tour; visit rail centers, museums, etc. Contact Tom Daniels, Colorado Midland Chapt. NRHS, P.O. Box 824, Colorado Springs, Colo. 80901, or Kenton Forrest, Intermountain Chapt. NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

June 19-25: 8th annual Mich. RR. Club trip to Halifax and Maritime Provinces via CN. 2800 miles by rail, 3 nights on train, hotels, tours, etc. Visits Montreal and Toronto Lv, return Windsor, Ont., Station. $395 per person, double occupancy. $50 deposit per person holds space. Write Eugene Sussex or Joseph Nikiel, MCR, P.O. Box 586, Dearborn, Mich. 48121.

June 28-July 4: annual convention of Electric Railroaders Assn. in England. Plane leaves N.Y. on June 27 via British Airways for London; return July 5. Included are London Underground, Southern Electric, Blackpool chartered car, Isle of Man tram, sightseeing, banquet. $700 incl. airfare, hotels, Britrailpass, Transpak, all breakfasts, trip activities, banquet, etc. Airfare alone $339 for either 8- or 15-day trip. $100 advance to hold air space. Info from ERA Convention, P.O. Box 80, Church St. Station, New York, N.Y. 10008.

July 9 & 10: Railfair '77 Rocky Mountain Region's rail show at Jefferson County Fairgrounds, 15200 W. 6th Ave., Denver. Exhibitors include BN R.R., antique collectors, authors, artists, modelers, NARP, Amtrak, publishers, DOT, dealers. Admission $1 adults, kids 50¢. Sat., July 9, 9 a.m.-6 p.m. Sun., July 10, 10 a.m.-4 p.m. Write R.W. Luckin, Intermountain Chapt. NRHS, Box 5181, Terminal Annex, Denver, Colo. 80217.

July 30: Trolley Car Pageant; over 20 rapid transit cars pass in review. Short historical presentation given on each car. Adults $3, kids (5-11) $1.50; under 5 free. Take Conn. Turnpike (I-95) to exit 51 (eastbound) or exit 52 (westbound) to Branford Trolley Museum, East Haven, Conn. Write for special events flyer R.

July 31: 6th annual Dutch Train Meet, 9 a.m.-5 p.m., Hamburg Fire Co. field house, Pine St., Hamburg, Pa. Railroadiana, scale, tinplate, etc., 330 tables, door prizes, free auction. Pre. reg. $2, women $1, 8' tables $3, reg. at door $3, kids free. Write Sam Lenhart, RD1, Leesport, Pa. 19533. (SSE)

Aug. 11-13: national convention National Assn. of Timetable Collectors, Ramada Inn, Hamden, Conn. Exhibits, side trips, presentation, banquets, dealer displays. Details on dealer space, etc., from Carl Loucks, 199 Wayland St., Hamden, Conn. 06518. ●

Pen Pals Wanted

(No charge for listing in this section)

Ben Burnley, 115 Asbury, Ocean City, N.J. 08236, interested in Chessie System and Southern, also wants to hear from railfanettes.

Stephen Spor, 42 Tulip Rd., Mahopac, N.Y. 10451.

Alexander Chriss, Gen. Del., P.O., WPG, Man., Canada.

William J. Even (15), 175 McNaughton Ave., Cheektowaga, N.Y. 14225, will correspond with anyone interested in big steam and or diesels, esp. GN, CNJ.

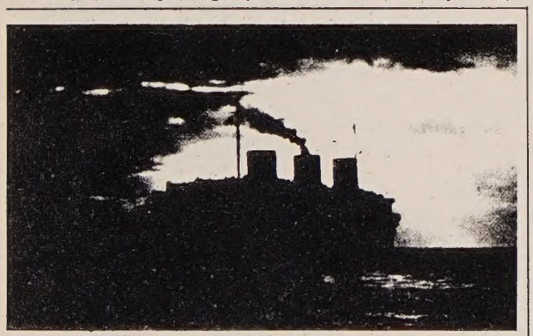
R.C. Madsen, write to Juan Silva (retired loco instructor), S. Del Canil, 3000 Santa Fe, Argentina.

Jim Taylor, 710 Empire, Joplin, Mo. 64801, will answer questions about MP, Katy, KCS, Frisco.

Larry Becker (25), 035592, P.O. Box 747, Starke, Fla. 32091.

FEMALES, CEBU CITY, PHILIPPINES, 6401

Amparo So (27), 231 Tres de Abril St.
Sarah D. Canales (24), 596 F.M.J. Cuenco Ave.
Stella Go (13), 17 Queens Rd., Redemptorist Site.
Dolly Alforque (age 40), 46-1 Tres De Abril St.
Thely Cam Camosura (23), 30 V. Rama Ave.
Rosa Encabo (30), 30 A.V. Rama Ave.
Alma Gulmatico (16), 29-A Buena Hills, Guadalupe.
Rose A. Villas (20), 29-A Buena Hills, Guadalupe.
Doris B. Villanueva (23), 29-A Buena Hills, Guadalupe.
Marissa L. Villas (24), 29-A Buena Hills, Guadalupe.
Espie Lobatina (23), Mabolo. ●



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Please send me further information.

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Address_____

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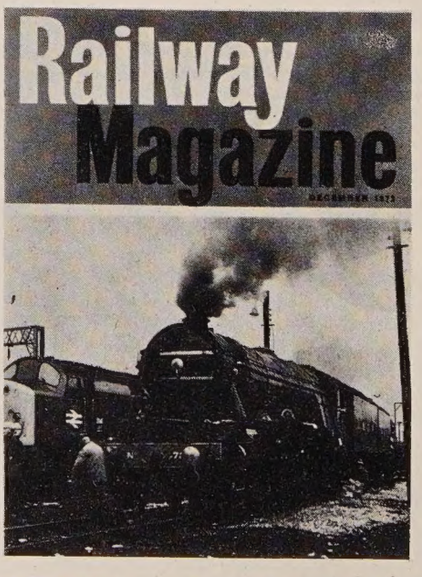

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THE LARGEST SELLING BEER IN THE WORLD
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